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SEPTEMBER 2015

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• PIC: ERIC RICKMAN

> It never fails. We go into the photo archive looking for one thing, and we happen to stumble across several others, completely distracting us from the first hunt but turning up unexpected discoveries right and left. It wasn't until well after we had edited the feature on a significant Northern California Model A roadster ("Fast Life," page 56) that we ran across this shot by Eric Rickman of Tony Berardini racing it at the SCTA drags in Colton in May 1955.

MENU ♦ SEPTEMBER 2015

★ 06 FLAG MAN

It's turning into a year of milestones.

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Two iconic T-buckets go at it.

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An A/V-8 roadster that lived through three distinct stages in Northern California.



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New power for windshield wipers, cool Deuces for your shelf, and SBC brackets for tight spaces underhood.

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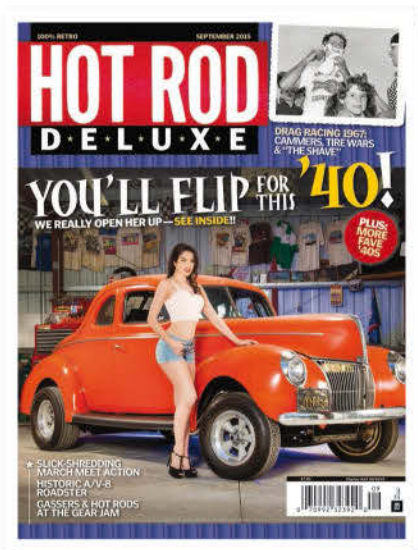
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When is Swingle not Swingle, when is a wedge not a Cammer, noting '50s fashion trends, looking for info on lost hot rods, and much more.

82 TROPHY GIRL

Lending a helping hand on the 'strip in 1955.

> On that same photo job of Rickman's from Colton was this shot of Tony's brother, Pat, racing his Deuce roadster. Neither made it into print. In fact, just four of Rickman's photos from the race were folded into a catch-all story by Wally Parks in the July issue of HRM called "Draggin' All Around." In it, images from NHRA-sanctioned races all over the country demonstrated how "the sport of drag racing has become one of the most rapidly accelerating outdoor activities of this decade." Ha! Get it? Good one, Wally.



ON THE COVER

When Glen Krapff's gasser-style '40 Ford with the wild tilt-up nose appeared in HRM in 1972, it had already been in the family for 10 years. Now, four decades later, it still is, and still looks much like it did back then. We thought Glen's car was an excellent face for our celebration of the '40's 75th anniversary. Wes Allison was the man behind the camera for the cover shot and the feature story, which begins on page 26. Aussie Guevara brought loads of appeal to the cover and Parts with Appeal on page 64. And special thanks to Darril Stroecker for opening his home and garage for our photo shoot.

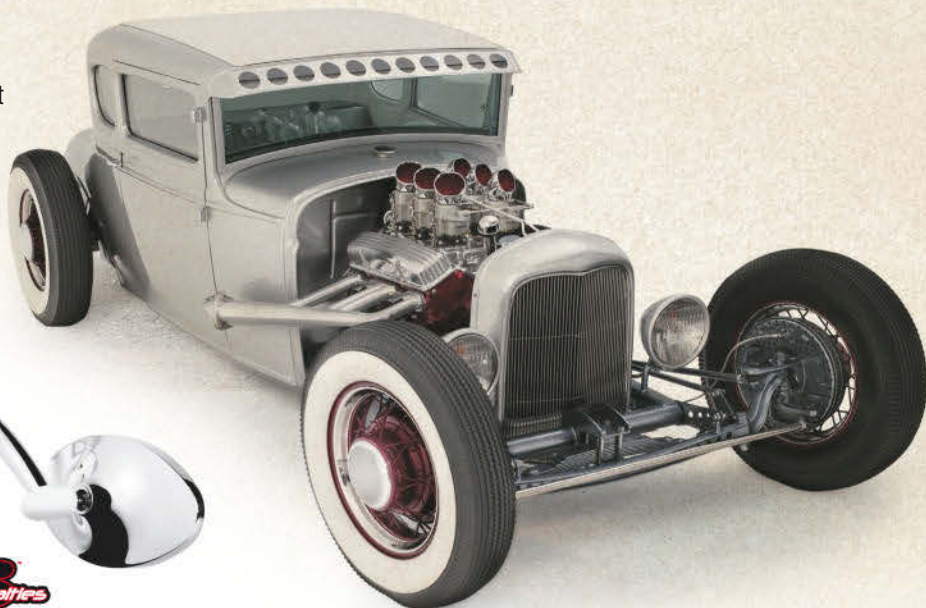


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Milestones★

Been thinking a lot lately about milestones, rites of passage, chapters ending and beginning, that sort of thing. It's that kind of year. While my personal six-decade milestone is still a couple years away (but closer than I'd like), I've been invited to my 40-year high school reunion this summer. I just watched my youngest daughter graduate from high school. Oldest son turns 30 this year; middle daughter 25. Our first granddaughter turns one in July.

I'm a grandfather. Heck, I'm married to a grandmother. That'll rock your world if it hasn't already.

Twenty years ago, the staff of HOT ROD had a "Hey, wouldn't this be cool?" idea at a staff meeting. We were tasked with improving the attendance at an event our company had started at Bill Bader's racetrack in Norwalk, Ohio. We all liked

road trips, so we figured it would be fun to drive a bunch of our project and personal vehicles from the L.A. office to the show, and invite readers to join us along the way. I plotted our route on one of those spiral-bound AAA Club TripTiks (this was way before Google Maps, or even Google, for that matter), making sure we had gas stops about every 150-200 miles for those hot rods with small fuel tanks and thirsty engines. The planning was so last minute that we had only a couple of issues to tell readers about it before our magazine's three-month lead time closed off the publicity window. (Like I said, waaay before the Internet.)

About 40 cars left the Petersen Automotive Museum on May 13, 1995, to begin the first (and what we figured would be the only) Hot Rod Power Tour*. Most were in muscle

cars, though Gray Baskerville drove his Deuce roadster and Will Handzel his "Budget Beater" Model A roadster. (It was what we would now call a patina car, with a rusty body but well-sorted-out chassis and driveline. Little did we know how leading edge that project was back then.) Cars came and went along the 2,858-mile trip, but just seven diehard fanatics (other than the magazine-related cars) rolled into Norwalk to become members of the very first Long Haul Gang.

A few days after writing this, I'm getting on an airplane to join this year's Power Tour, which is running between Madison, Wisconsin, and Baton Rouge, Louisiana. Though the magazine celebrated the "20th" Tour last year, I waited until 20 years had elapsed to have my own anniversary party. I went on the Power Tour in 2008, so I

know how much the Tour has changed since we got the ball rolling, but still I expect to do a lot of head scratching at the thousands of participants the Power Tour draws these days. Believe me, we had no idea what we were starting.

On the subject of chapters closing and opening, this issue marks the end of Dave Wallace's retrospective on the Golden Age of Drag Racing. From what I see in my email and snail-mail boxes, this has been a very popular series with our readers. And I know it's been fun for Dave to do. Which is why we aren't quitting the concept altogether. No, we don't plan to go later on the drag racing front; instead, Dave has other ideas up his sleeve about historic and archival retrospectives of other forms of motorsport. If all goes as planned, this new series should kick off in our next



> Reader Jim Kelly sent us this photo and writes: This is a photo of our Kelly family fuel roadster running at Deer Park Drags near Spokane, WA, in 1957, and had the Bailey Bros. fuel-burning flathead. The car was built by my dad, Ned Kelly, and best friend, Vern Massie. We ran most of the year with Keith Miller's Oldsmobile, and it was a very successful year, winning Top Eliminator several times. In the photo, the second guy to the left is Ev Bailey, and the third guy is Vern Massie.

HOT ROD DELUXE

issue, and we think you'll like it as much—if not more—than his Golden Age of Drag Racing stories.

Speaking of Dave, let me take a minute to express my gratitude at his willingness to remain a Deluxe contributor and consultant after turning over the editor reins. Other people may have been very willing (if not eager) to walk away when some new guy was picking up their project, not wanting to stick around to watch the FNG muck it up. But Dave has been an enthusiastic supporter of and invaluable sounding board for what I've been doing with the magazine, as well as a first-rate contributor of well-researched and thoughtfully written stories (and story pitches, more than I've had the chance to put into motion). I feel Dave's voice is an important part of what makes HRD so successful, and I hope he chooses to stick around for a long time to come.

And speaking of Dave's turning over the reins, in another couple of issues we'll be at the two-year mark since I've taken over as -Ed. of this magazine. I've had a great time writing about hot rods again, learning more about rodding and racing history, meeting the pioneers of our industry, and digging deep into the photo archives. I hope that shows in the packages we've produced. But as I come up on this particular milestone, I'm interested in hearing from you, Deluxe readers. Tell me what you like and don't about what goes into Deluxe each issue. Pull no punches. I want to hear the unvarnished truth. In fact, please use that as the subject line when you email me—The Unvarnished Truth—so I can brace myself for what's to come. I'm no masochist, but I want to produce the magazine *you* want, not the magazine I want. I can only buy so many copies.

—DREW HARDIN

SEPTEMBER 2015

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•PIC: WALLY PARKS

T-Bucket Grudge Match

These are the kind of finds that makes the Petersen Photo Archive so much fun. Tucked in among frames of a Pontiac six-pack test session for HOT ROD magazine were a few shots of the grudge race between TV Tommy Ivo and Norm Grabowski held at the Santa Ana Drag Strip in April 1957. Wally Parks, founder of the NHRA, was the photographer. The photos are a little blurry, but they're more than able to capture the feeling. The cultural battle was even photographed for LIFE magazine.

—THOMAS VOEHRINGER

When I saw that Thomas had posted this to the Archives' Facebook page, I knew I wanted to give it the full two-page-spread treatment in Deluxe. I only wish I'd known of the photo when we did our Model T-themed issue in May.

These are, without a doubt, the two most iconic T-bucket roadsters in rodding history. Grabowski essentially started

the whole T-bucket thing when he grafted a cropped Model A pickup bed to a '22 T Touring body and stuffed the framersails full of Caddy power. As the Lightning Bug it appeared on the cover of the Oct. '55 HRM; later, with a blue-and-flames paint job and four pots feeding the Caddy, it became a TV star on 77 *Sunset Strip*.



We told the full tale of Ivo's bucket in the Nov. '12 issue ("TV Tommy's T"); the short version is that Ivo saw Grabowski holding court in his T at a popular SoCal cruise spot and wanted one for himself. He scrounged the body parts in the desert, surreptitiously measured Grabowski's car to learn its proportions, and planted it with Buick power, since he'd had so much luck with Buick mills on

the strip. Ivo, too, got his HOT ROD article, in Aug. '57, not long after he and Grabowski put on the grudge match for LIFE magazine's cameras—and Wally, too.

According to Thomas, Ivo's injected 402 Buick grabbed the win.
—DREW HARDIN

• PIC: MARC GEWERTZ





Peeling Out

No, your eyes are not deceiving you; the centers of both slicks are unraveling in the midst of Dusty Green's successful March Meet qualifying attempt. Also note the odd tire tracks that marked the slingshot's 5.85-second, 251.63-mph entrance into a 14-car Nostalgia Top Fuel show. Upon inspecting the shredded Racemasters, an M&H representative attributed the separation to Famoso Raceway's extraordinary track prep. A fresh set of rubber subsequently carried Green to successive 5.96/249 and 5.85/251 upsets of veterans Jimmy Young and Rick Williamson en route to an impressive semifinal finish.

—DAVE WALLACE



NEW AHRF DIRECTOR

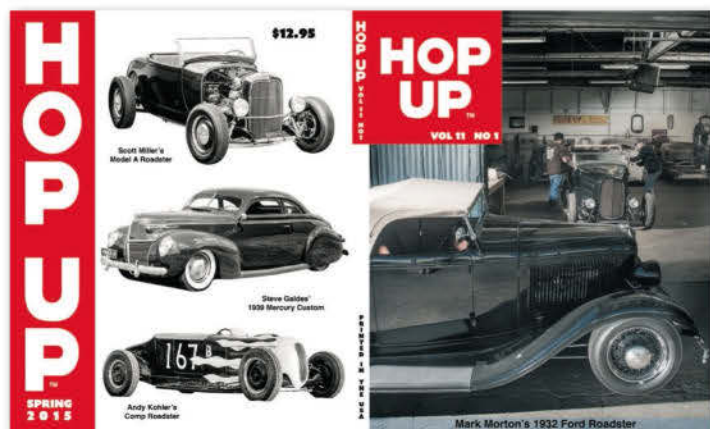
PIC: WES ALLISON

David Steele Named New AHRF Director

The American Hot Rod Foundation has named David Steele as its new director. Name ring a bell? David has been a contributor to this magazine and even appeared in it a time or two—notably with Tommy Sparks' historic roadster pickup when we featured the truck and Sparks' story in our Nov. '11 issue.

He's a professional guitarist and studio musician, and David's love of hot rodding's history prompted him to seek out and interview rodding pioneers when he was gigging around the country—a perfect lead-in to the AHRF, which is dedicated to preserving and celebrating rodding's past.

If you're into this magazine, you'll be into what the AHRF is doing. Its info-packed website, ahrf.com, contains videotaped interviews with rodding legends, vintage photos, and much, much more.



Hop Up Lives!

It's back, and in great hands. *Hop Up*, originally one of the pioneering rodding "little books" in the '50s and revived by Mark Morton for 10 annual issues (plus some specials) about traditional rods and customs, has been revived once again. Led by Justin Baas, John Gunsaulis, Marcey Molkenthen, and Tim Sutton (whose photos you've seen on these pages), the latest iteration hews to the traditional aesthetic Morton established while expanding on the concept in important ways.

For one, the "little book" is bigger now—wider and taller (though still smaller than the typical magazine size) and thicker, too, allowing room for plenty of vintage rodding goodness. The layouts are freer form, so feature cars get lots of space, and scrapbook-type archival photos look like they're still in their scrapbooks. I like the fact that all the ads are banked on the final few pages, so nothing interrupts the flow of hot rods, customs, lakes cars, bikes, and more.

The book comes out quarterly; next issue will be out just before Bonneville, Tim says. Subs are \$55 for four issues; go to hopupmagazine.com to get yours.



Inside Darril's Garage

When we were looking for a location to shoot Glen Krapff's unique '40 for this issue, he recommended the shop that belongs to his buddy Darril Stroecker. We're glad we took Glen's advice. Darril builds hot rods and custom cars out of his twin-bay garage, which is decorated with fascinating memorabilia that runs the gamut from vintage NASCAR T-shirts to the broken wing from an Indy Lights car that was sponsored by Jay Leno and *The Tonight Show*.

Darril is a tool designer and machinist by trade, and the workmanship on his cars is precise and imaginative. He is closing in on completing this Viper Red '55 T-bird, powered by a 700hp LS3 and sporting more trick body mods than we have room to describe here.

—DREW HARDIN

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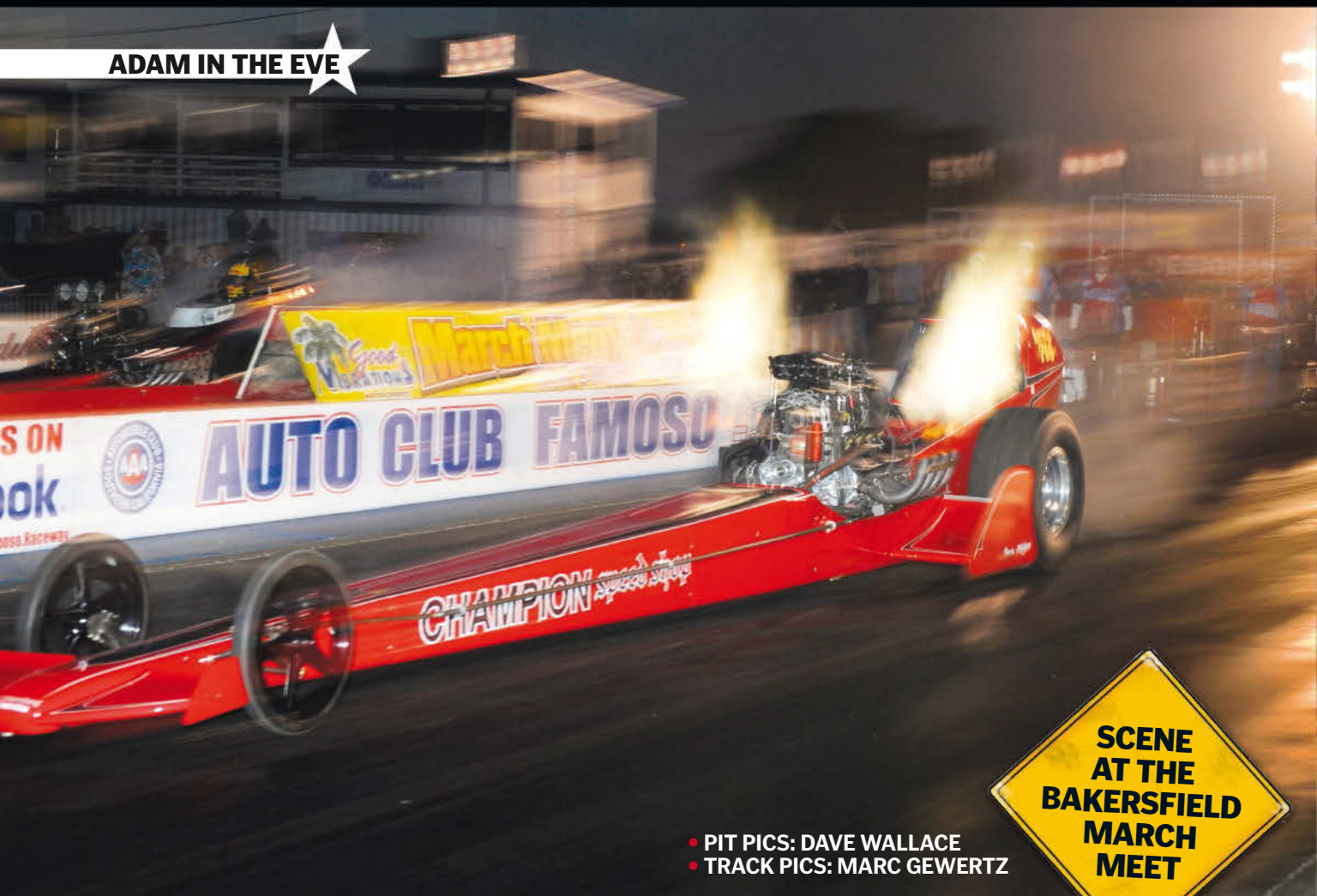


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ADAM IN THE EVE



**SCENE
AT THE
BAKERSFIELD
MARCH
MEET**

• PIT PICS: DAVE WALLACE
• TRACK PICS: MARC GEWERTZ

ADAM IN THE EVE: Top Fuel runner-up Adam Sorokin came within a blower explosion of repeating the team's 2010 win here. Against all odds (and all the early and late Hemis), Bobby McLennan stubbornly sticks with the small-block power that put his late father's long-defunct Champion Speed Shop on the map. NHRA photographer Marc Gewertz got the shot during qualifying. That's big-show regular Jeff Arend in the pit lane.

What a difference 320 feet can make. Had the March Meet's two Nostalgia Top Fuel finalists been sprinting to 1,000 feet, we might be describing an upset even bigger and more popular than Mike Sorokin's shocker with the low-buck Surfers in a 1966 edition contested by something like 140 other fuelers (accounts vary). We perched atop the 900-foot bleachers for this year's epic showdown, figuring that a finale pitting the category's best-leaving pilot against history's quickest and fastest slingshot might need a full quarter-mile to decide.

Tony Bartone must've thought so, too, because he accelerated right out the back door for maybe the first time since he and tuner Steve Boggs wandered into the homeland

of nitro nostalgia—a decision that rewarded Tony with a rare oil bath and top-end fireball, along with the usual win light. However, had the Champion Speed Shop Chevy not lifted its blower—and, consequently, automatically activated the mandatory parachute system—while leading, not even Bartone's record-setting 5.531 e.t. and fiery 270.81-mph speed might've overcome the 0.046-second holed shot inflicted by Mike Sorokin's equally popular son, Adam (5.79/192.58, coasting, with both chutes deployed). Instead, the New Yorker extended last year's total NHRA Hot Rod Heritage Series sweep (including low e.t. and top speed at all five events) into what looks like another long season for the locals.

That young season is already over for lots and lots of orange timing blocks (traditionally called "cones"). Whatever Famoso Raceway's previous single-event casualties numbered, that record was so shattered after the first three days that racers nicknamed this meet the Cone Nationals. Emergency reinforcements for Sunday's final eliminations were called in from far-off Las Vegas Speedway. While operators John and Blake Bowser waited and worried, some incremental blocks were sacrificed as backups for the critical quarter-mile e.t. lights and speed trap.

Otherwise, the show proceeded about as smoothly and on schedule as should be expected, especially considering the incomparable number

of nitro cars participating in four premier categories. For his first career Funny Car win, Steven Densham picked an event that always frustrated his famous father. The final round saw the NHRA Junior Dragster grad reset low e.t. while upsetting James Day in Gary Turner's Pedaler, 5.69/249.16 to 5.87/242.41. Dan Hix successfully defended his 2014 Fuel Altered victory here with an easy 6.44/179.97 solo after semifinal breakage sidelined last year's runner-up, Jeremy Sullivan. Kin Bates dominated A/Fuel Eliminator right up to the class final, qualifying first and setting both low e.t. (6.16) and top speed (229.94) before his injected fueler faltered against Darrell Waters' victorious blown-alcohol

OVERFLOW



OVERFLOW: Not many promoters will bet the house on midwinter entertainment outdoors, but the ballsy Bowser boys depend on this one meet to fund the rest of Famoso's season. Fair weather always helps lure thousands of youngsters from throughout California's Central Valley, lending a spring-break atmosphere to drag racing's biggest independent event.



PATCH JOB



PATCH JOB: It took Greg Powell five years and patch panels aplenty to transform a cancer-ridden, \$1,000 shell into this beauty. "I tried not to use anything new," said Greg, listing a carbureted 327, close-ratio Muncie, Ford 9-inch, and the same heater that's made Wyoming winters tolerable since he installed the box in his first car, a Model A purchased at age 16—51 birthdays ago.

combination. An off-pace 6.50/209.10 sealed it for the son of hometown hero Waters, runner-up to Art Chrisman at the inaugural U.S. Fuel & Gas Championships (1959).

Howard Anderson's '38 Chevy ran the table in AA/Supercharged by qualifying low (6.48), recording

both low e.t. (6.46) and top speed (216.31) among the alcohol "gassers," and beating Gary Reinero's Austin, 6.53/213.43 to 6.79/206.35. Scott Parks edged Don Enriquez in Jr. Fuel, 7.08/179.78 to 7.17/185.72. The crowded index classes were topped by Keith Morovich,

A/Gas (7.60); Tom Tourek, B/G (8.60); Wayne Hoover, C/G (9.60); Jake Wood, D/G (10.60); Jason Barta, Nostalgia I (7.60); Jeff Crider, Nostalgia II (8.60); and Ed DeStaute, Nostalgia III (9.60), while Joshua Wagner trophied in the DYQ Hot Rod bracket.

—DAVE WALLACE

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★ STUFFED



STUFFED: Kurt Hupp's solution for stuffing so much rear rubber under such a small street rod was tubbing the stock '48 Anglia and teaching himself AutoCAD to scale down Morrison's standard Corvette schematic. Art and son Craig produced a complete back half to fit Fat Man's frame and plant all 535 hp produced by an LS1 Chevy. Sean Erickson (Speed Engineering) constructed a custom wiring harness to manage the factory fuel injection, GM406E tranny, and aircraft-inspired instruments.



★ DODGE BOYS



DODGE BOYS: Lifelong Mopar men Scott and Peter Menges, both 28, found their '40 Dodge in a field, amazingly intact and unmolested ("Even the glass was all in it!"). Yes, that chop was just as challenging as it looks, necessitating fresh steel shaped on the English wheel at Menges Twins Speed Shop and Customs (San Luis Obispo). In went an early Hemi, topped by a '50s Kris-Kraft intake and backed by a Ford T-5 five-speed. The spacious trunk carries an old-school hydraulic pumping system.

VIRTUAL HERO: BangShift.com's continuous coverage of recent March Meets has made cofounder Chad Reynolds a virtual and local celebrity. Responding to shouted pleas from these shapely fencehangers, Chad abandoned his elevated camera perch (background) just long enough to trade autographs for hugs.



★ VIRTUAL HERO



SHOW-'N'-GOER: When Bill Workman's Hemi-powered reproduction of the Long Beach Vulcans' club car debuted in HOT ROD, the Vicky seemed way too pretty for serious combat. Bill proved otherwise by battling into the 8.60-indexed Nostalgia Eliminator II final, only to break out in 8.57 seconds (at 154.17) opposite Jeff Crider's right-on 8.606 (149.53).

BITCHIN' IN BLACK: As illustrated by the reflected orange sedan next door, this '54's reworked body and paint are flawless. "All I ever wanted was a custom F-100," said Larry Willis, 71. Roof height is minus 4 inches in front, 3.5 inches in back. A Holley double-pumper feeds 302 inches of Ford roller crate motor.

300-MPH MAN: What does the only person ever to hit 300 mph in a traditional ('34 Ford) roadster at Bonneville drive to the drags? Dave Davidson's choice for cruising down Highway 99 from Chico was a disassembled project acquired in a divorce sale, then rebuilt in-house at Vintage Hot Rod Design & Fabrication. Dave's not particularly fond of the bright upholstery kit that came in the deal, but ladies all seem to love it. One of them could become lucky owner Number Four for \$50K (VHRcustoms.com). The other sano shoebox belongs to a buddy, Chet Thomas.

BEST-NAMED CLUB

BEST-NAMED CLUB:

Neighboring Wasco is the home of the Old Farts Car Club, so named because "It's just a loose bunch of old farts," explained member Hoot Gibson between selling chances for a running 350-700R combo contributed by Jeg's and Brandon's Transmissions (Bakersfield), respectively. The OFCC's annual raffle benefits a scholarship fund and other local causes.



CANADA COOL

CANADA COOL: Celebrity judge Ron Capps wasn't the only one whose favorite show entry was Ted Allan's 43-inch-short (at actual ride height) Model T. A custom frame with sunken seats enables Ted's own six-foot-three-inch frame to fit inside a '27 body chopped 10 inches and channeled another 3— with room left over to work a clutch pedal and S-10 five-speed. Tall, 5.50-16 and 6.50-16 rubber on '40 Ford front and reversed Mercury rear wheels accentuate the short stature. A hot '51 Ford 8BA flathead (disguised with adapted Model-48 heads and a front-drive distributor with PerTronix internals) was bored 1/8-inch and given a 4 1/8-inch Merc stroker crank. Since its 2013 completion, the homebuilt hot rod has rolled up 17,000 miles between summers at home in Alberta, Canada, and winters in California.



SHOW-'N'-GOER



BITCHIN' IN BLACK



300-MPH MAN



SON OF A GUN: Steve Densham's first career win was certainly no fluke. The second-generation Funny Car shoe set low e.t. and upset favored finalist James Day with a 5.694 at 249.16 mph in a Camaro painted almost exactly like the Challenger campaigned in the mid-'70s by Gary Densham and his first wife, both schoolteachers.



★ CROWD PLEASER

CROWD PLEASER: Drag racing's eternal teenager turns 80 next year, but his youthful body must've missed the memo. A standing ovation greeted Tommy Ivo's easy pass astride the famous glass-sided trailer restored by Ron Johnson, who also owns the Barnstormer clone inside and the classy Caddy pulling the load.

★ SON OF A GUN



SUICIDAL SEDAN: Sorry, all we learned about this '40 Packard is that the car lives in Bakersfield with Mark Wilson, who's hoping you'll buy it for \$28,500 (call 661-333-7557).

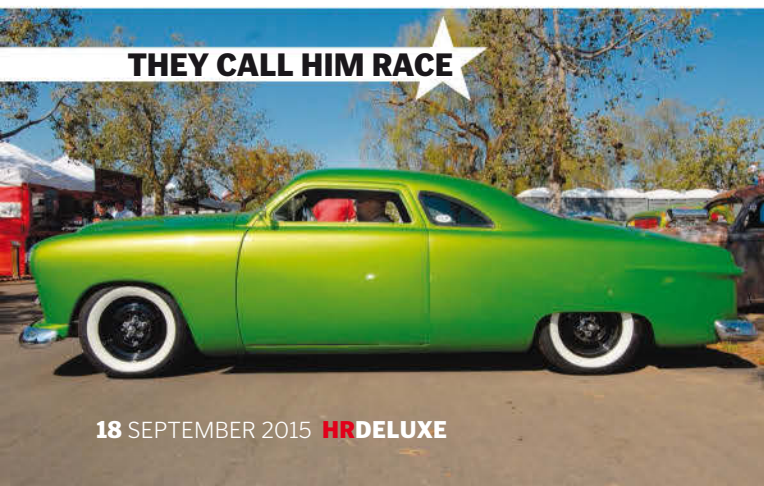
TROPHY GIRL: This year's youngest and cutest winner had to be Paige Russell, a repeat March Meet attendee whose grandfather charged her with keeping his all-steel '29 shiny all weekend. When car-show organizers picked the squeaky-clean coupe as "Best of the '20s," grandpa Phil Tessier rightly awarded the plaque to Paige.



★ SUICIDAL SEDAN

THEY CALL HIM RACE: If your dad ran a Hudson at Bonneville and named you Race on the birth certificate, chances are you grew up to be a gearhead. Race Slayton, now 42, acquired this '49 business coupe in painted pieces from builder John Salazar, who lost interest after the death of his 23-year-old son and helper. Laying down the stock rear window helped blend John's 6-inch-chop job into the body. Race raced to the rescue and put the whole puzzle together, adding a small-block Chevy and Turbo 350.

★ THEY CALL HIM RACE



★ TROPHY GIRL





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★ GOOD AS GOLD

GOOD AS GOLD: One of the best-looking gassers at the Jam was Randy Stone's gorgeous gold '55 Chevy. This car was sanitary from top to bottom, with a potent big-block under the hood.

SCENE AT THE GEAR JAM

Racers and promoters alike know one thing is certain: You can never control the weather. That would prove to be true for the 2015 Gear Jam Nostalgia Drags. Predicting April weather in Georgia is enough to make a grown weatherman cry. While Friday was picture perfect, the forecast was for serious storms and rain all day Saturday, storms that would cover a large portion of the Southeast. The Gear Jam team huddled up and decided Saturday's events would be postponed until Sunday, knowing full well the weather would have a big impact on the event.

In conjunction with the nostalgia drag race, there is

also the Annual Cruisin' Commerce on Friday night, bringing hundreds of vintage cars to the downtown area. One neat thing about the downtown cruise is race cars can also park among the cruisers if they want to make the cruise-in. It proved to be an enjoyable evening.

As per the forecast, rain covered Georgia and the Carolinas on Saturday, but Sunday morning brought beautiful blue skies. However, many racers, rodders, and swap meet vendors opted to stay home, making this Gear Jam smaller than normal.

While entries may have been down this year, there is no denying the fun factor of

running on a great quarter-mile track like Atlanta Dragway. The Gear Jam attempts to re-create the feeling of a day at the drags circa 1968, with a great mix of gassers, altered, front engine rails, and Super Stocks. Of course, some good ol' fashioned FX cars are always welcome, too.

Even with the condensed event schedule, everyone had plenty of track time, and the vintage racing was still wildly entertaining. The advertised purses were paid in full, and all who attended had a good time. The rod run portion of the event was handled by Chuck Keene's Georgia Hot Rods, and

those awards were handed out Sunday afternoon, drawing the event to a close.

Needless to say, Gear Jam is hoping for better weather next year and getting back to the normal turnout of show cars, racers, and swappers. For now, enjoy the highlights of the Third Annual Gear Jam. We hope to see you all next year.

—GERRY BURGER



★ FALCON SOARING

FALCON SOARING: Bill Ziel stood his '63 Falcon up on the wheelie bars on his first time-trial pass. The Ziel & Holmes car runs with the Southern Gassers group and is both quick and entertaining.



★ JAMMIN'

JAMMIN': Pit side at the Gear Jam found cool stuff like a '47 Ford sedan delivery hauling a fresh-built '39 Dodge gasser. The "still in steel" Deuce five-window has all the right proportions.



J/GAS: While not as popular as the venerable Willys, there was always an abundance of Henry J gassers in the 1960s. The “Fist Full of Dollars” car packs a 427 rat under the hood, while Erwin Aderhold is the man behind the wheel.



PURPLE HAZE: One of our favorites at the car show was this period-perfect '60 Chevy truck. Silver blue flames, purple paint, and wide whites wrapping Radir wheels all add up to a truck that really rocks.

TRIBUTE: Taylor Jenkins built this great, street-going tribute to the famed Bones, Dubagh, and Pisano Willys coupe. A big blown Hemi under the tilt nose keeps everything authentic.



TAKE THE HIGH ROAD: Street cars made fun runs during the day, and yes, this '56 Ford is a street-going gasser. Nose high, radiused wheelwells, and the remnants of a diamond-tufted interior let you know this is an old-school hot rod.



HOT ROD INJUN: Those '50 Pontiac taillights are a perfect fit on this chopped '30 Pontiac coupe. Seldom seen in fenderless hot rod form, the old tin Indian looks good in traditional hot rod garb.



T TIME: We spotted this super-traditional T-bucket at the Friday night cruise-in. Everything from the diamond-tufted top and interior to the tunnel ram was absolutely late-'60s perfect. Our guess is the car is a 1960s build that has been freshened.



DOUBLE TAKE ★

DOUBLE TAKE: When we saw this Deuce Tudor cruisin' through Commerce, we first thought it was a stocker. But wait, check out that awesome tire-to-fender fit. Unfortunately, he was heading out of town so we didn't get "the rest of the story."

STREET & STRIP: Yes, it's bad, blown, and quick, but best of all it's street legal and sees regular race duty, too. You have to love any street car that you enter and exit through the roof.

RED, WHITE, & RARE: The super-rare Willys two-door sedan makes a great race car. J.D. Richardson is behind the wheel of this traditional gasser, which is sponsored by Danny's Rod Shop in Somerset, Kentucky.



★ **STREET & STRIP**

**SCENE
AT THE
GEAR JAM
(CONT'D)**



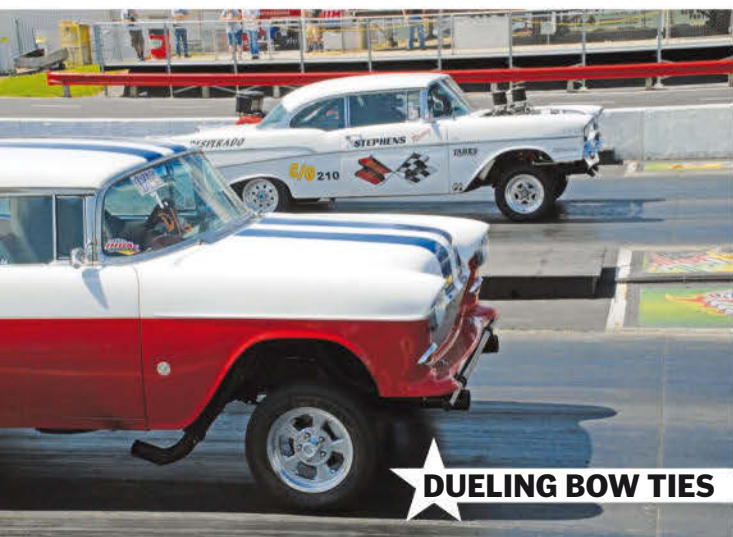
★ **RED, WHITE, & RARE**

LIFER: This '58 Corvette has been a race car since it was new. Sometime in that time period, the small-block was replaced by the blown big-block seen here. Inside, metalflake vinyl is done in a diamond-tufted pattern.

DUELING BOW TIES: Talk about a classic pairing. The sight of these two cars leaving the line is bound to quicken any real hot rodder's pulse. For the record, the '57 210, far lane, prevailed in this round.



★ **LIFER**



★ **DUELING BOW TIES**

EARLY WEDGE: Judging by the bottom light glowing, it would appear the rear tires are wrinkled just a bit early on this Super Stocker. No problem, the red light foul was committed during a time trial.



★ **EARLY WEDGE**



★ **STREET GAS**

STREET GAS: This yellow and white '56 Chevy was one of our favorite cars of the entire event. It just reminded us of the days in the 1960s when such a car prowled the streets, no front bumper, jacked up all around but with the original front suspension still in place.



AMERICAN PIE ★

AMERICAN PIE: Russ Costa has one of the most sanitary '55 Chevy race cars around. The all-American color scheme, the Buick taillight lenses, and even that super-thin rear bumper all work perfectly on the car.

TEAMMATES: Keith Fulp builds race engines for a living, so going fast comes naturally. But what is really cool is the fact that Keith has been racing this same '58 Ford for 42 years and has gone down no fewer than 30 different tracks in this car. Now that's race history.



★ TEAMMATES

DEVILISH DEUCE: Look up sinister in the dictionary and you'll find a picture of this car. Big blower motor, cheater slicks on magnesium wheels, louvered roof, and the windshield still opens. It's interesting that the coupe has a relatively mild chop but a very bad attitude.

SCENE
AT THE
GEAR JAM
(CONT'D)



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FORTY 40 YEARS LATER



> Some 43 years have passed since Glen Krapff's '40 Ford appeared in HOT ROD magazine, yet the car has aged well. The sheetmetal is still all original, and it still wears the Hugger Orange paint from 1971.



> The Ford's unique tilt front end was fabricated by Glen and his father, Marion, utilizing the car's stock steel fenders and hood. Glen initially wanted a fiberglass front end, but his dad essentially said, "Steel or no deal."

TRIBUTE.

When Glen Krapff was a Southern California teenager in the early 1960s, he loved going to Lions dragstrip with his father, Marion, to watch his heroes race. The cars of Stone, Woods & Cook and Big John Mazmanian so inspired him, in fact, that he wanted to build a Willys just like theirs to run on the street. He and his dad couldn't find a suitable Willys, but they did turn up a one-owner '40 Ford Standard coupe. Still wearing its original black paint and powered by its original V-8/60 flathead, the car had been parked for 13 years after the owner's daughter stopped driving it. The asking price was \$75; Marion haggled it down to \$50; and in November 1962, Glen had his car.

It took Glen and Marion about two days to get the flattie

running again, Glen remembers, and he had a lot of fun with it. "The first time I saw my wife-to-be, Sherry, was in this car," he says. The following summer, Glen decided to upgrade his '40's power potential by swapping the flathead for a '56 Olds mill. Eventually, that engine would be backed by a B&M Hydrostick transmission and '59 Olds rearend with 4.56 gears.

Glen emulated the nose-high gasser look he loved so much by putting '37 Chevy truck leaf springs on the stock front axle. But he envisioned something even more dramatic: a tilt front end. He approached Marion to ask for help with the engineering. But when he told his father he planned to put a fiberglass front clip on the car, he was shut down. "My dad said Henry Ford would be rolling in his grave if this car had a fiberglass front end," Glen remembers. "He also said he'd never touch the car again."



So the answer was to fashion a mechanism to get the stock steel fenders up in the air. Marion and Glen built extensions on the front frame horns so the front end could be pulled forward about 4 inches. Hinges were incorporated into the extensions; and a subframe, built within the fenders out of 1-inch square tube, was attached to those hinges. It's a simple thing, then, to raise the front: just pull the fenders out and tip them up.

Simple, yes, but Marion realized what a pain it would be for Glen if that were the only way to get to the engine. Routine fluid checks at a gas station would be a real production. So he suggested to Glen that, rather than affixing the hood to the fenders as with most tilt fronts, they keep the hood a separate piece able to open on its own. That meant more planning and fabrication work—new hood hinges tied into the fender subframe—but the results were dramatic, to say the least.

Adding to the drama were 26 coats of '69 Chevelle Hugger Orange and 13 coats of clear, laid on in Glen's brother's garage in 1971. That's when the car caught the eye of HOT ROD magazine, and Darryl Norenberg's story appeared in the June 1972 issue. It was Norenberg, Glen says, who gave the Ford its "Flip Front Forty" nickname.

By then, Glen and Sherry were raising a family that would grow to six kids—five boys and a girl. The two oldest, Glenn and Todd, are visible inside the car with Glen and Sherry when you look closely at the '72 HRM story. The '40 began to transform from gasser tribute to family hauler. The 4.56s were replaced by more street-friendly 3.08s, air conditioning and a heater were added, and Glen used the car to pull a camping trailer on family vacations and runs with the 40s Limited Car Club as far away as Pismo Beach and the Colorado River.

Family life didn't suit the coupe, apparently. "The Olds gave it up, and the car went in the garage," Glen says. There it stayed for



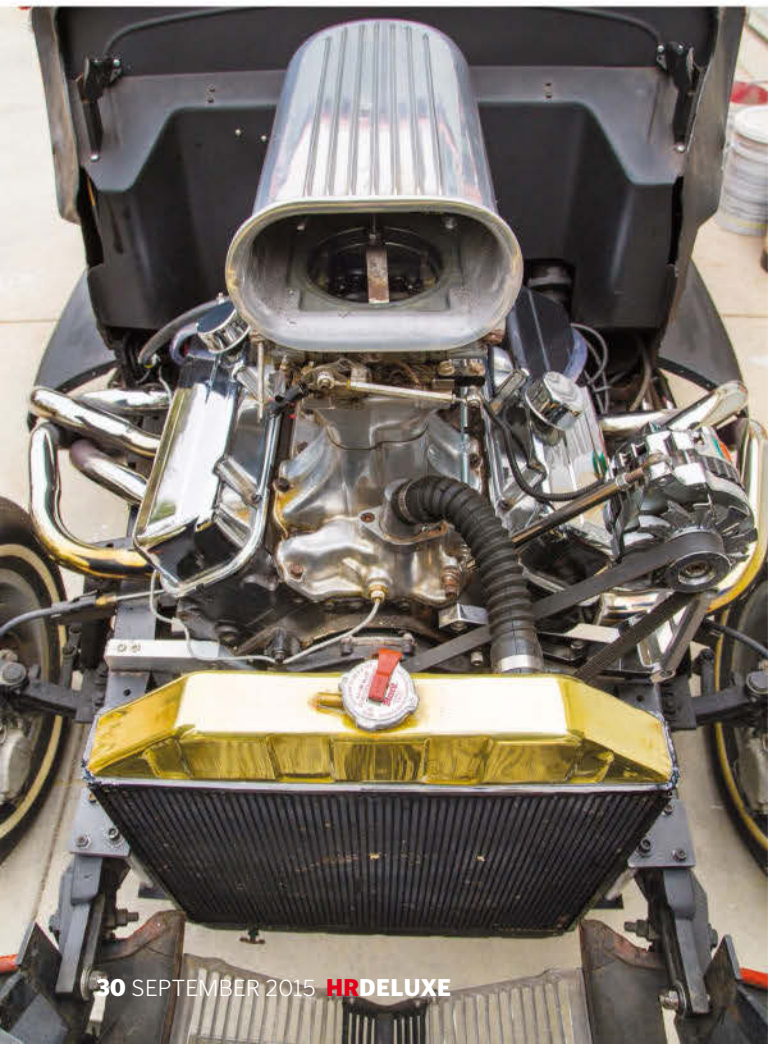
> What serves as a gas pedal is actually a pair of aluminum fishing pliers Glen made during his day job and his son Glenn adapted for use on the car.



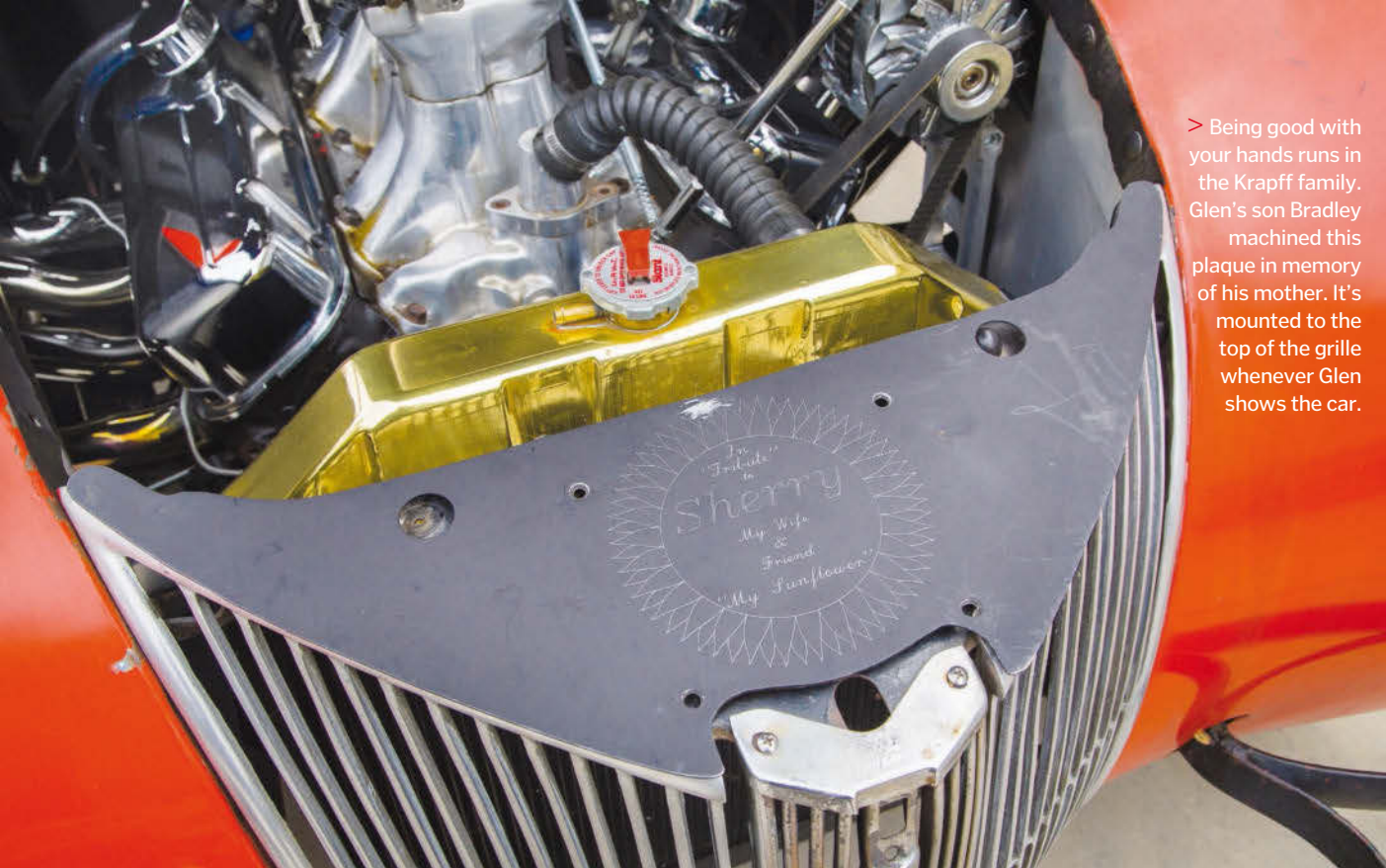
> Frame extenders allow the nose to be pulled forward and incorporate hinges to tilt up the fenders. The load of the fenders and hood is borne by a framework of inch-square steel tubing.



> Tilting up the fenders reveals the car's big-block Chevy engine. In a former life, it powered a ski boat for the family; now it sends about 800 hp to the vintage Olds rearend. "The boat's previous owner built it like a NASCAR motor," Glen says. The 454 block was enlarged to 468 cubes; the stock heads were ported and polished and (barely) make room for 13.5:1 JE pistons; a 0.708 Crower roller cam actuates needle bearing rockers; a Pete Jackson gear drive keeps everything in sync; and twin Holley 815-cfm, double-feed double-pumpers sit atop a Weiand tunnel ram intake.



> A lifelong machinist, Glen fabricated some trick pieces for the motor, including a high-rise alternator bracket and the motor mount blocks. The U.S. Radiator copy of a stock '40 Ford radiator is so efficient, Glen has never had to run a fan with this motor.



> Being good with your hands runs in the Krapff family. Glen's son Bradley machined this plaque in memory of his mother. It's mounted to the top of the grille whenever Glen shows the car.

15 years while Glen concentrated on his family and his career as a machinist. He worked in aerospace for a time, and also helped Larry Bowers machine blower rotors for drag racers. (Don Prudhomme and Tommy Ivo were among their big-name clientele.) For the last 25 years, Glen has plied his craft at Abel Reels, machining intricate fly fishing reels and other gear for anglers.

With the '40 tucked away, one of the hobbies the Krapff family enjoyed was time in a ski boat, which was powered by a healthy big-block Chevy engine. It, too, though, wound up in storage in the garage, until oldest son Glenn thought about reviving the Ford using the boat's motor. Out came the tired Olds mill, in went the Chevy. Glen machined custom parts for the installation and

fashioned his own headers—to clear the tilt-up fenders—using coat hangers to mock them up. A Racer Brown TH400 transmission was mounted behind the BBC.

We heard about Glen's '40 through an interesting grapevine of contacts. HOT ROD's Thom Taylor reached out to Glen in 2013 when the staff was planning the special display of magazine cars for its 65th anniversary show at the Pomona Fairgrounds. (The '40 showed up in HRM's Aug. '13 issue as part of that show coverage.) While at the HOT ROD show, Glen was approached by promoter Robert Rey, who was assembling a collection of gassers for the 2014 Grand National Roadster Show. At this year's GNRS, we were talking to Robert about our search for an appropriate cover car



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> The black paint on the dashboard is original, a throwback to the car's factory black hue. The seats came from a '66 GTO that was wrecked just three years after its owner bought it new. The tilt steering column, out of a '76 Chevy, was a \$10 junkyard find.

to mark the '40 Ford's 75th anniversary, and Robert pointed us in Glen's direction. We're glad he did.

Even after 53 years, the Ford is still a work in progress for Glen. He and his sons are reworking the floor, adding tinwork front to back. They're also relocating the battery to the trunk and mounting a fuel cell there. The wheelie bars aren't scienced out to where he wants them; and the open headers will eventually get a full exhaust system, though it will be a shame to muffle the wonderful noise coming from that big-inch mill.

Sharing the experience of working on the Ford with his children is an echo of how it was when Glen was a teenager. "My dad and

I would be out in the garage working on the car, and my mom would bring us lunch or have dinner ready for us whenever we were done. I am fortunate to have had great parents and a great family of my own."

Keeping the '40 alive has become more than just a shared hobby for Glen and his sons and daughter. About 10 years ago, after 38 years of marriage, Glen's beloved Sherry passed away, leaving a huge void in all their lives. The Ford became a touchstone of sorts, bridging the fond memories of the past with the family's future. The car that once was built as a tribute to drag racing heroes has become a tribute to a wife and mother who rides along now in spirit.



> Those ET wheels have been on the Ford since 1964.



> Lift the trunk lid and you see evidence that the '40 is still a work in progress, even after all these years. Glen plans to mount the battery and a fuel cell back there.

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> The 10-point rollage has been in the car for years, designed by a high school buddy of Glen's. The tinwork is more recent and will eventually extend to the front of the cabin.

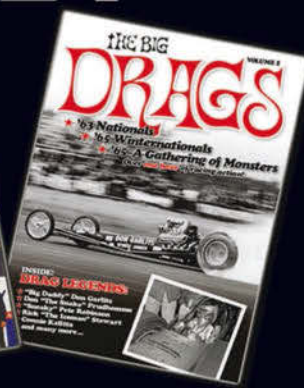
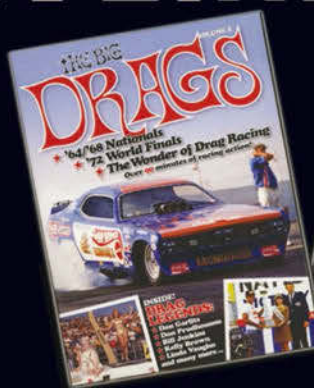


> Back in the '70s, Glen fabricated caliper and rotor brackets to adapt the disc brakes off a '73 Ford station wagon to the Ford. Rear brakes are the drums that came with the '59 Olds rearend.

> Glen says only four people have driven his '40 other than himself: his father; his wife; Dick Landy, when he was tuning the motor and suggested Glen run long, 54-inch ladder bars to help the car launch without twisting; and a high school friend who begged him to drive it "just to the corner" and instead made a full-throttle pass—with the headers open—in front of their school. "He was kicked out of school," Glen says. "Dumbass." ★



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➤ Nichols' Hardware in Purcellville, Virginia, has been owned and operated by the same family for 100 years. This '40 could have been parked there 75 years ago.

A FORTY FORD AT LAST!

- WORDS: KEN GROSS
- PICS: RICHARD PRINCE
- VINTAGE PICS: PETERSEN PUBLISHING ARCHIVES
- CAR: KEN GROSS



CLOUDMIST.

There are many great-looking Ford cars from the 1930s, but legions of hot rodders will tell you that after the '32, they like the '40 Ford coupe best. Curvaceous, crisp and clean, with hints of Art Deco, the '40's prow-like hood, cat-walked fenders, and a sensual S-curve flowing from the arched roof to the extended decklid were visual delights. Relatively light, comfortable, and able to handle everything from a warmed-over flathead to a big OHV mill, the '40 was an expressive canvas just waiting for a mechanical artist.

I've been a serious '40 Ford fan since I was in high school, when I acquired a tattered '40 DeLuxe coupe in trade for my customized '50 Chevy convertible. I started to install a 303ci Olds V-8, but I

never finished. The half-baked '40 was traded for a cherry (and running) '48 club coupe. Despite owning countless other cars, I searched for the right '40 for years, without success. One fateful day, Dave West, who owns the re-created Beebe & Mulligan Top Fueler, called to say he'd just found a beautiful '40, and "...if you don't buy it, I will."

The car was out in Cottage Grove, Oregon. I live in Virginia, so an inspection trip wasn't feasible. When I learned the car had been owned by a fellow named Dennis Morgan for 37 years and was a full restoration, with a 6-inch stack of bills and receipts, I bit. My banker thought I was crazy to wire funds to someone I didn't know in a little town 3,000 miles away, but I crossed my fingers and just did it. When my "new" coupe rolled off the trailer and I heard the raucous snap from its dual exhausts, I knew I'd done the right thing.



> Cruising Virginia back roads in overdrive, the blown '40 coupe is happy at highway speeds. Balanced Buick brake drums ensure there's no vibration at speed. Firestone bias-plys complete the vintage look. Just let them wander a bit, don't over-correct, and you'll be fine.

Dennis had modified the front spring and installed slightly larger rear tires. Under the hood was a bored and stroked, 276ci early Mercury V-8 with a Motor City Flathead 3/4ths cam, cast-iron headers, an Edelbrock Super dual manifold, Edelbrock finned high-compression heads, and a Lucas dual-point distributor.

But the coupe sat much too high. So I drove up to Posies' shop in Hummelstown, Pennsylvania, for a dropped axle, reversed-eye Super Slide springs fore and aft, and 4-inch rear spring shackles. That still wasn't low enough, so Warren Barbee (of Purcellville, Virginia) cleverly modified the rear crossmember, tucked the rear spring up some 4 inches higher, and fabricated new tubular shock mounts and brackets out of flat stock, to improve the shock angle and travel, and accommodate a '46 Ford rear sway bar.

The coupe sits really low now, so Warren took an extra set of '40 Ford steel wheels I had lying around, split them, and changed the offset, thus reducing the front tread by nearly 2 inches, to help minimize the front wheels' tendency to rub the inner fenders in a hard turn. The front tires are Coker 5.00/5.25-16 Firestone bias-ply

blackwalls; in the rear, '46 Lincoln rims accept matching 7.00-16 Firestones. In keeping with this coupe's late 1950s build theme, Warren installed a set of finned Buick drums with later GM internals, increasing the '40's braking swept area in front by nearly 50 percent.

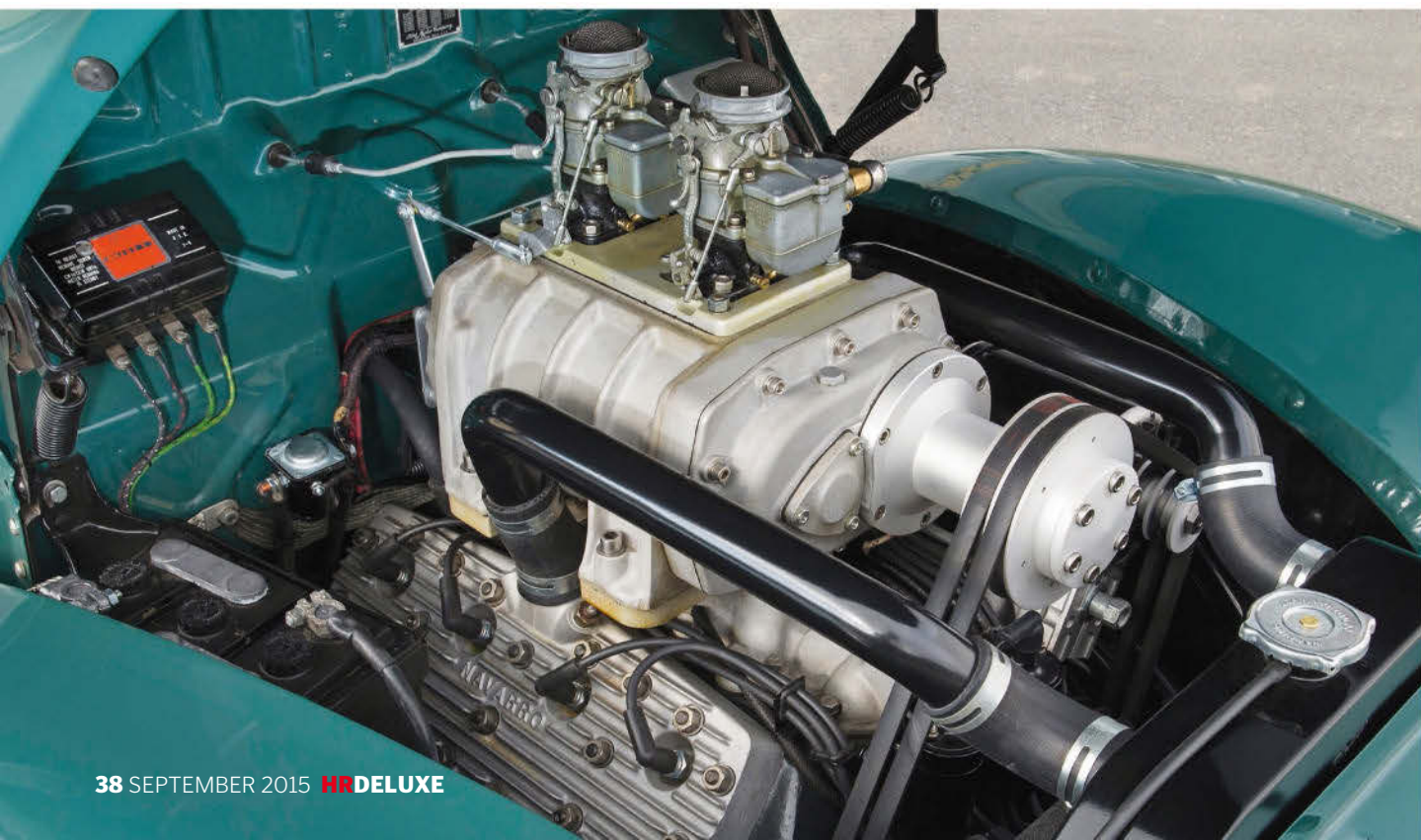
My car came from San Diego originally and never had a Ford heater. But I'd received an original '40 heater in a box with the car. With N.O.S. parts and diagrams obtained from heater gurus Roy Hanner (Michigan) and Larry Caplan (California), Ben had all the pieces he needed to install the factory Ford heater.

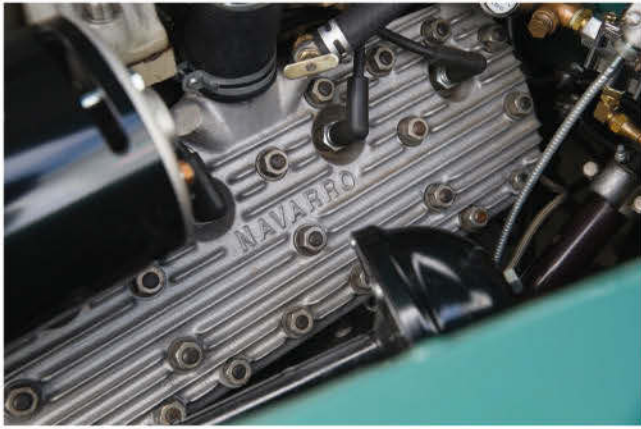
Warren Barbee fabricated a neat air deflector with a subtle flange that makes it look exactly like a Ford part. Barbee painted it Cloudmist Gray, using enamel from Color-Ite in Bethany, Connecticut. It's a perfect match. Next, he fitted an old Ford dealer accessory, a rear gravel deflector, from Burton Antique Auto Parts, and painted it to match.

I belong to the Early Ford V-8 Club of Northern Virginia. When I mentioned that I wanted a Columbia two-speed axle for the '40, one of our members offered one, as part of a complete rearend assembly that had been gathering dust in his Annapolis garage for 20 years. I hauled it home, split the axles, and shipped the left side to Bill Pupo (La Verne, California). Bill rebuilt and "bulletproofed" the two-speed, and Ben installed the "new" Columbia, along with a set of 4.11 gears, so I'd have a low ratio for acceleration and the equivalent of a 2.90:1 gear for cruising. Sure, we could have stuffed in a modern transmission and an open driveline, but I like the '40's column shift (1940 was the first year for "fingertip shifting"), even more after Ben machined new spacers for the shift linkage. It shifts sweetly now, the way Henry intended. I love old technology—when it works.

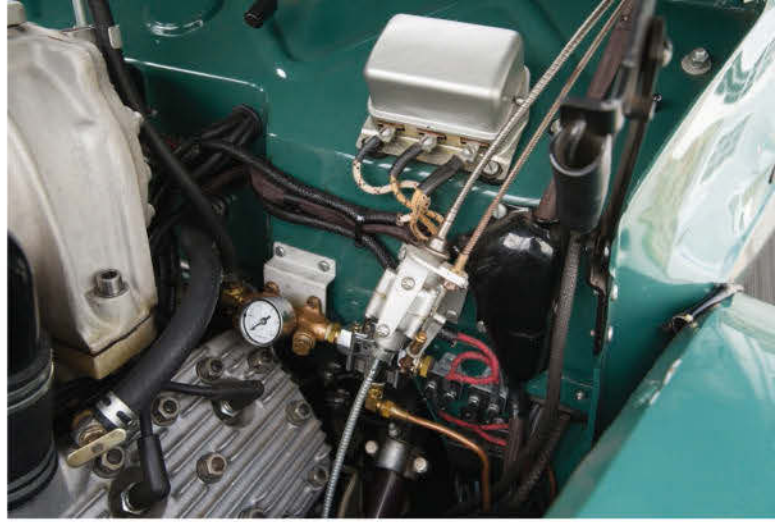
I wanted a dramatic induction system with visual impact and much more punch. There's nothing the matter with a flathead's breathing ability that forced induction won't cure. I found a GMC 4-71 supercharger on eBay and shipped it up to Ross Gunning in Winnipeg, Manitoba. Ross specializes in blower setups, so I sent him a Navarro blower manifold with twin pop-off valves (from H&H in La Crescenta, California), a pair of rebuilt, dual-pulley

> People are surprised to see a big GMC 4-71 supercharger under the '40's hood. It's a tight fit that required sectioning the engine mounts, sinking the carbs into the manifold, and using bug dome screens instead of air cleaners. But it all works great.





> Barney Navarro personally sold me those high-compression heads years ago. Known as "The Professor" for his profound understanding of all things engine, Barney was truly brilliant. I was proud to know him, and I'm delighted to run his heads.



> Vintage Columbia two-speed rearend controls fit neatly on the firewall. The rearend ratio is 4:11 for acceleration and 2.90 for cruising. The Columbia works in Second and Third gears, so I have the equivalent of a five-speed gearbox.



> Twin Stromberg 97 carburetors with 0.50 jets ensure the thirsty 4-71 gets a steady flow of high-test. The manifold was sectioned and the carb mounts hollowed out to allow sufficient clearance and breathing room. Blower manifold with twin pop-off valves is by Barney Navarro.



> Stock mohair interior is warm in winter, tolerable in the summer. A pair of jump seats in the rear accommodates small kids or tolerant adults. Although some call this an Opera Coupe, Ford called it a Business Coupe. The three-passenger version substituted a package tray for the jump seats.

> The MSD distributor was bead-blasted and the cap was painted to resemble an old Harman and Collins dual-point, dual-coil unit. That Harman and Collins data plate on the distributor fools a lot of people. The boost retard feature is controlled by a dash knob.



> Lovely, twin-spoke Art-Deco steering wheel was new for 1940. Note radio delete plate. Heater under dash is a genuine 1940 accessory. Mechanical seven-day clock on glove compartment door still keeps good time.



> Sleek '40 silhouette is really timeless. Designer E.T. "Bob" Gregorie was Ford's first styling chief, under Edsel Ford. The 112-inch wheelbase on this car is the same for all Fords from 1933. Compared to a '33 Ford, the '40 looks longer, much more modern—and it is. The 7.00s and 5.00s on 16-inch wheels give it a pleasant rake.

Ford truck water pumps, and a new Powermaster generator/alternator. Ross "pruned" the 4-71, shedding some useless weight, and facilitating the use of center water outlet cylinder heads. Then he fabricated a new blower drive setup, built a blower top to accept a pair of Stromberg 48s, and made all the brackets for the Powermaster.

To keep everything matching, I shipped a set of new Navarro finned heads (that I'd bought years ago from the late Barney Navarro, at his shop in Glendale, when he was still in business) to Paul Sharf and Mark Kirby. They chamfered the area where the spark plug enters the chamber and un-shrouded the pockets

around the intake and exhaust valves for better breathing (and lower compression) with the blower. But when Ben installed the heads, we found the pistons were just kissing the valves. We boxed up the heads and shipped them to Mike Herman at H&H. H&H hogged out and cc-matched the combustion chambers even more and ensured the cylinder head surfaces were true.

To ensure optimal lubrication for the modified flathead, Ben MacDonald fitted an 80-psi Mellings oil pump, a Motor City Flathead full-flow oil filter conversion, and a center main bearing retaining cap from Flathead Jack's, then installed the 4-71 blower. Clearance was tight, so Ben sectioned the front engine mounts to



> What hot rod would be complete without a Sun "red ball" tachometer? Classic Instruments reworked a new Retro Sun unit tach faceplate with the classic "red ball." Other instruments include a battery condition indicator, oil pressure, water temperature, and fuel gauge.



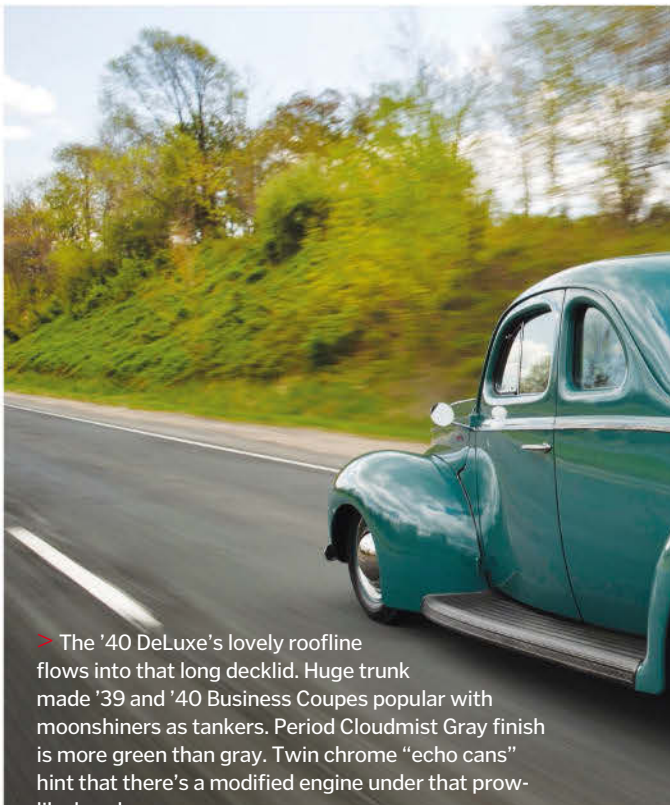
> Genuine Stewart-Warner "Motor Minder" was a swap meet treasure. It's really a fancy vacuum gauge. Posies' fabricated the aluminum panel. Knobs control the boost retard and the fog lights. That big ivory knob is the original Ford accessory hot water heater control. It glows when you turn it on.



> Front 16-inch wheels were modified to reduce their offset, making it easier to do full-lock turns. The '40 domed hubcaps are timeless. The accessory wheel trim accentuates the ribs in the trim rings.



> Distinctive '40 DeLuxe grille extends beyond the front fenders, giving the car the illusion of being longer. Accessory grille guard can be used front or rear. The 1940 model year was Ford's first year for sealed-beam headlights and column shift, and the second year for hydraulic brakes.



> The '40 DeLuxe's lovely roofline flows into that long decklid. Huge trunk made '39 and '40 Business Coupes popular with moonshiners as tankers. Period Cloudmist Gray finish is more green than gray. Twin chrome "echo cans" hint that there's a modified engine under that prow-like hood.



PIC: FORD MOTOR CO.

Ford's design chief, E.T. "Bob" Gregorie, really nailed it with the '40 Ford DeLuxe coupe. Then and now, it's beautiful from any angle.

Gregorie had been frustrated with Ford's then-standard 112-inch wheelbase. He wanted a much longer car, more like the graceful Lincoln-Zephyr (which he also designed). In 1934, he devised a way to extend the standard Ford's wheelbase some 10 inches. The spring and crossmember remained in their original locations, but with special brackets the axle was moved forward. He had a demo chassis fabricated to prove it could be done, but Lawrence Sheldrake, Ford's chief engineer, would have no part of a suspension design that had been dreamt up by the head of Ford styling.

So Gregorie just extended the '40's hood even further past the front fenders—a styling trick that reached a peak with the '40 because for '41, Ford engineers provided a 2-inch longer, 114-inch wheelbase. When you look at a side elevation view of the '40, you can actually see that hood extension.

In keeping with previous practice, the V-shaped '39 DeLuxe front end design morphed into the '40 Standard, and the front end for the slightly more expensive '40 DeLuxe was all new. The '40 had hydraulic brakes, and the '39's ungainly "wide 5" wheels were replaced by a new variation with a standard 5x5½ bolt pattern, so a variety of large and small hubcaps could be fitted.

Favorite '40s ★

Hard to believe, but a car I lusted after in high school is celebrating its 75th anniversary this year. Several friends owned '40 coupes. I wanted one in the worst way. So I never stopped collecting clippings of '40 coupes I liked, in the "little books" and in HRM.



Whitey Tower

> My very favorite '40 in the magazines was Whitey Tower's '40 with a massive flathead. Thanks to a 4½-inch custom crank and a 3⅞-inch bore, Tower's four-carb, Weiand-equipped flathead displaced a then-whopping 334 ci. Tower's car had a gorgeous white and yellow tuck-and-roll Naugahyde interior, and the garnish moldings were plated. I've long wondered if it was junked, or whether it's moldering away in an old garage somewhere, awaiting discovery?



> Happiness is a '40 Ford coupe. I owned my first '40 DeLuxe coupe in 1957 but didn't keep it long. This one's forever.

help everything fit. There were some cooling issues, so Posies' shop built a shroud for an electric fan and fitted a high-capacity Walker radiator. Dick Lewis re-jetted the carbs, and as I didn't want to cut the hood for a scoop, a pair of bug screens was installed to keep the blown flatties from ingesting any unwanted debris.

Now there was plenty of horsepower, but the blower drive sheared unexpectedly. So I sent the coupe up to Dave Simard in Leominster, Massachusetts, to have it all sorted out. Dave installed a new Dyer's Blowers snout, re-engineered the blower drive, fabricated new radiator hoses, and tackled the ignition system. Ben had converted the entire car to 12 volts and initially tried my Ollie Morris modified Harman and Collins magneto, but after the cooling issues were addressed, it wouldn't clear the new fan setup. Any blower benefits from electronic ignition, so now there's an MSD distributor with a boost retard feature. Simard bead-blasted the MSD casing, fabbed brackets for twin coils (one's a spare), and I found a Harman and Collins data plate online from a guy in Poland! Now the ignition resembles an old H&C dual-point, dual-coil installation. And it works great.

John McLeod and Classic Instruments took a new Sun tach and reworked the face with Sun's classic red ball so I could have the old look and a functional tachometer. That small interior panel with the vintage "Motor Minder" vacuum gauge was done by Posies.

The first 4-71 GMC supercharger installation I ever saw on a '40 Ford was built by "Big Bill" Edwards. But Bill installed his Jimmy on a Cadillac V-8, not a flathead. As we were testing my blower setup, Ron and Deb Cizek's '40 coupe with a flathead and a 4-71 won the 2013 Ridler award. But you still don't see many 4-71s on street flatheads. Special thanks go to blower expert Joe Abbin of Roadrunner Engineering in Albuquerque, New Mexico, for his support and advice.

Reliable Transport shipped my '40 to Pomona for the '40 Ford anniversary celebration at this year's Grand National Roadster Show. With the blower, heads, and accessories all in a gray cast finish, it garnered a lot of appreciative "double take" looks. There's 5 to 6 psi of boost, enough for decent oomph and that characteristic blower whine. After Dave Simard balanced the Buick drums and carefully checked the wheel balance, my '40 accelerates quickly, sounds really mean, idles happily, and runs nice and cool.

People ask if I have anything more planned. I like the original Ford mohair interior, but I'm tempted by LeBaron Bonney's leather interior kit, which was an option in 1940. But I think I'm done. The objective was to have a '40 DeLuxe coupe that sits great, runs fast, and does it all (seemingly) with vintage parts. I smile whenever I see this car. As Bruce Meyer likes to say, "It's never too late to have a happy childhood." ★

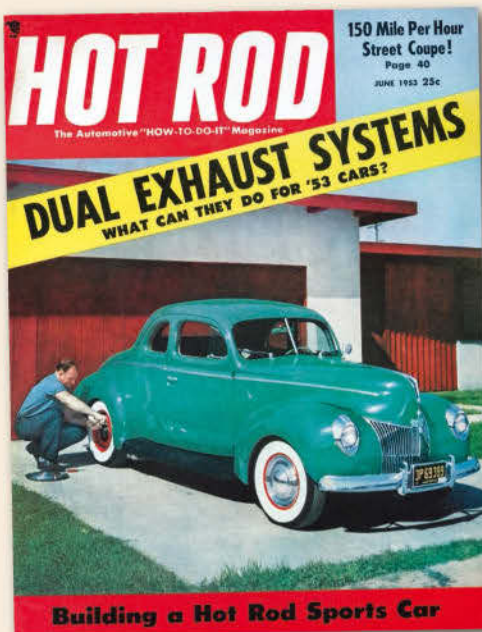
Paul Borque

> When I was in high school, the owners of my two favorite coupes took different approaches to getting a '40 into the weeds. A guy named John Knowles owned a stylish primed tail-dragger, with a dramatically lowered rear and a barely lowered (if at all) front. Over in the next town, Paul Bourque's dark green '40 coupe was just the opposite. It was way down in front, and he installed a Model A spring in back to raise the rear and give it a righteous tilt. Under the hood (which was often not used) was a 371-inch Olds V-8 (I think) with factory tri-power. Paul ran his car at the drags at Sanford, Maine, and I believe it turned speeds in the high 90s.



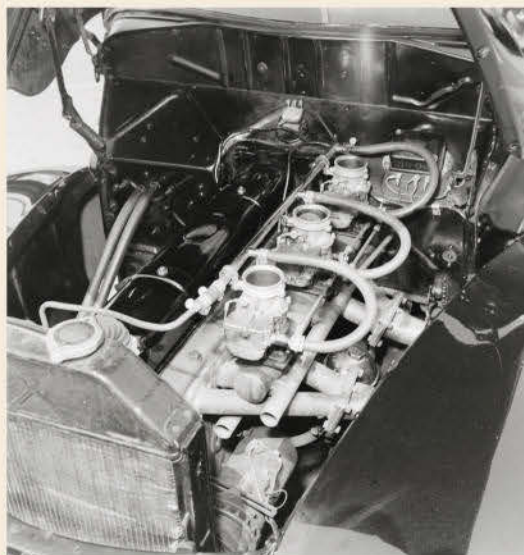
"Big Bill" Edwards

> "Big Bill" Edwards' '40 Standard, an HRM cover car in June, 1953, was another standout. This baby packed a 331ci '50 Cadillac mill that, on the street, ran a four barrel. [That's HRM Editor Wally Parks looking under the '40's hood with Big Bill.—Ed.] At Bonneville he mounted a 4-71 GMC supercharger, swapped manifolds for four alcohol-fed Stromberg 48s, fitted the requisite V-belts, and increased the Caddy engine's output by more than 50 percent. HRM reported the car turned over 150 mph on the salt in 1952 and set a two-way record of 145.23 mph for Class D Fendered Coupes. Try that with your '40 coupe.



Bill Commane

> Another fascinating car was Bill Commane's GMC powered coupe, really a '39 with a '40 front clip, from Van Nuys. Today we think nothing of Chevy V-8 installations in Fords, but decades ago, stuffing a big 332-inch bored-out, Manny Ayulo-built "Jimmy" six into a Ford was very unusual. The trans was a '37 Cad floor shift, and he'd updated the brakes with Lincoln Bendix drums. Twin side exhausts exited on the left. Today, it's owned by Steffon Hoppel in Ohio.



THE GOLDEN AGE OF DRAG RACING

PART 7: 1967



> Pomona's luckiest and crowd-pleasingest driver didn't win any eliminator category, but Willie Borsch surely set a record for slowest-ever winning e.t. in his AA/Fuel Altered trophy dash, 144.65 seconds—backed up and bettered by a blazing 143.45 in Round Two of Super Eliminator. Our research revealed that "The Wing" lost fire in the early class final and broke its rearend on Sunday, but not the opponent's misfortune that enabled either automatic advancement (that is, providing the driver can complete the quarter-mile "under his own power," as commonly stipulated in the 1950s and '60s). Nor can we determine which of those foot-powered passes ended with Borsch smiling right into freelancer Jim Kelly's ground-level lens as the heavy roadster rolled past the finish line (middle set of timing lights). The dead differential ended Willie's wild Sunday, but not before our one-handed hero had upset Ford star Bill Lawton—along with the Dearborn brass on hand for NHRA's first Super Stock event—in the opening round, characteristically sideways at 202.70 mph.

- **WORDS: DAVE WALLACE**
- **PICS: PETERSEN PUBLISHING CO. ARCHIVE**
- **RESEARCH HELP: DRAG RACERS INC. AND THOMAS VOEHRINGER**

CHANGES.

Comparing archive images from just a year

earlier, we've concluded that 1967 might've seen more significant changes, top to bottom, than any single season of the Golden Age.

For the first time since dragsters were invented, some final-round photos show no trace of tire smoke in one or both lanes (disproving conventional "wisdom" dictating that the harder you smoke 'em, the faster you go). Mopar superstars and Funny Car pioneers Dick Landy and Ronnie Sox suddenly abandoned their nitro-burning Dart and Barracuda for class-legal Super Stockers. In the wake of Les Ritchey's fatal accident, Ford dissolved the dominant Drag Council and defunded its fearsome fuel Mustangs (though some stretched '66 fastbacks soldiered on as independents, with varying levels of product support and limited success).

Winner's-circle shots confirm that both the SOHC Ford and late-model Hemi were starting to displace traditional 354 and 392 Chryslers in slingshots. Not since the flathead era have blown-fuel Fords enjoyed the consistent success of 1967. Despite the inherent limitations of the SOHC 427's fragile FE bottom end, Connie Kalitta repeatedly set low e.t. and top speed while sweeping all three AHRA, NHRA, and NASCAR winter openers. Cammers scored again at NHRA's second national event, the Springnationals, in which a record five SOHC fuelers participated. Don Prudhomme won the final in record time: 6.92 seconds, overall low e.t. and NHRA's first-ever six. A month later, Snake went six rounds in one day to win the 62-car PDA Meet.

Meanwhile, Top Fuel's "Tire War" raged as Marvin Rifkin's tiny M&H defended its hard-won turf against a mighty newcomer, Goodyear Tire and Rubber Co. *Drag News* ads and event coverage documented a seesaw fight (e.g., after seven of eight NHRA Springnationals eliminator champs chose Goodyears, M&H rebounded at Indy in six categories, including Top Fuel and Top Gas). A side effect of this traction battle was competition among manufacturers to perfect the "slider" or "slipper" clutch, an R&D effort accelerated by Mike Sorokin's much-publicized, fatal explosion at brand-new Orange County International Raceway. HOT ROD reported that Carl Schiefer and Ed Pink had jointly developed two different styles of pressure-plate fingers to work with the dissimilar slicks.

Racetracks were changing along with the race cars. Facility innovations ranged from Orange County's electric scoreboards and reaction timers to Jimmy Nix's fifth-mile (1,056-foot) experiment at his Oklahoma City strip. Doug Kruse's inaugural Professional Dragster Association Championships proved that Lions didn't need full-fendered "circus acts" to put 12,000 butts in the bleachers. Four months later, Mike Jones' all-Funny-Car Manufacturers Meet packed OCIR. Electricity- and V-8-powered roller starters continued to gain acceptance, but "Sneaky" Pete Robinson previewed the distant future by firing his fueler with a detachable air starter, instead of a push car speeding toward the starting line.

These pages conclude HOT ROD Deluxe's multipart review of the period widely regarded—give or take a season or two—as drag racing's Golden Age. We hope you've enjoyed the seven-part series as much as we did discovering unpublished images that acquired added significance with the passage of half a century. Chronological installments appear in successive print editions starting with the Sept. '14 issue. Hundreds of related photos and complete event coverage can be found in back issues of HOT ROD magazine. Every page printed since 1948 is now accessible online by Platinum-level members of the HOT ROD Club (club.hotrod.com).

• **PIC: JIM KELLY**



> It's often been said that Jim Tice would find a class and a trophy for anything that entered an American Hot Rod Association event. Angelo Falzone and Ken Sandusky of Las Vegas selected drag racing's traditional season opener, January's AHRA Winter Nationals near Phoenix, to debut their nitro-burning, mid-motored match racer. Several different coupes have been called "world's wildest Willys" at various times, but this truck trumps them all. Does anyone know what became of Facetious?



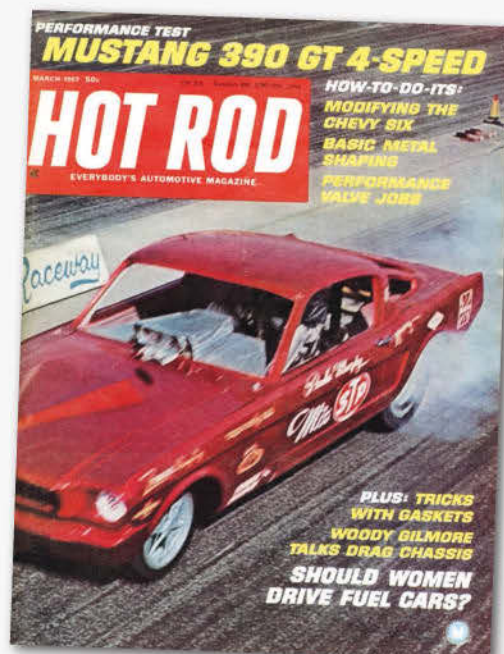
> Competition Eliminator began as a heads-up, catch-all, unlimited category for coupes, sedans, and roadsters too altered for altered classes. Some West Coast promoters, notably Lions Drag Strip's C.J Hart, developed drivers into local heroes, promoting match races and posting cash purses for open shows. At national events, though, they reverted back to little guys racing for a class trophy and advancement into some handicapped sportsman eliminator. Los Angelenos Frank Pedregon (far lane) and Pete Millar (near lane) were heavy crowd favorites at Pomona, but the AA/Competition trophy went home to Detroit with Al Bergler.



> Southern California's controversial fuel Jeeps, the Destroyer and Secret Weapon, were two of the few Funny Cars capable of running with Mercury's flip-top fleet in late 1966 and early '67. Despite unpredictable handling, the 392-powered lightweights respectively campaigned by Gene Ciambella (pictured in Pomona's traps) and the duo of Ed Lenarth and Roger Wolford were so quick when they went straight that NHRA soon issued a midseason ban of all topless bodies, just to get rid of Jeeps (reportedly under pressure from FoMoCo). Nevertheless, their continued success in independent meets and match races prompted some writers to proclaim 1967 as the "Year of the Jeep" on the West Coast.

> While Southern Super Stock racers are rightly credited with inventing the "burn-through," here's photographic evidence that smoky burnouts were first performed by fuel dragsters on fire-up roads, not Funny Cars across starting lines. Initially called a "clean-off" in 1966-'67, the object was heating one's clutch while peeling off whatever pit liquids—oil, fuel, water, beer—might've soiled the slicks between runs. These were the same teams that complained about clumps of rosin left behind match-racing Funny Cars, whereas a clean-off did not affect the racing surface, and spectators loved the added drama. From high in Petersen Publishing Co.'s rented bucket, Bob Swaim shot this unidentified fueller and push truck during the ninth annual U.S. Fuel & Gas Championships.



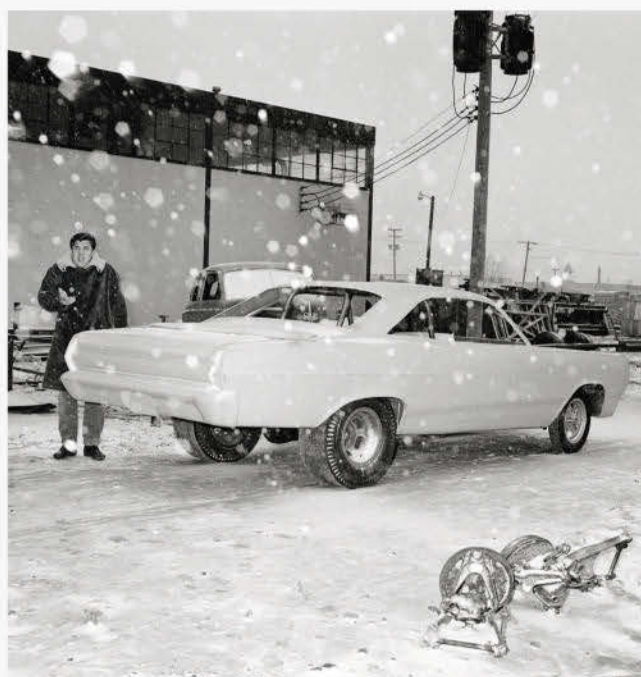


> Behind that guilty grin was Bill Thomas's secret: In describing this 396 to HRM staffers Jim McFarland and Don Evans as "fresh," he must've meant fresh from 500 miles of tortuous NASCAR tire testing on Riverside's road course. The first big-block ever installed in a Camaro promptly kicked a rod out at Lions, oiled the rear tires, and slid McFarland dangerously close to the guardrail. Suspicions arose about its replacement, which Thomas claimed to be another stock-displacement 396, perfectly legal for A/Modified Production, when Evans ran well under NHRA's national record the first time out, clocking 11.85/119.86 at Bakersfield's March Meet (pictured). After a voluntary displacement check revealed 100 "extra" inches ("coincidentally matching our entry number in this photo," Jim notes), the car was retired on the spot. It survives in the collection of Vic Edelbrock, who's taken the first-ever SS350 Camaro on HOT ROD's Power Tour.

> Paula Murphy's determination to sit behind "Fat" Jack Bynum's blown-fuel Chrysler prompted the question posed on HRM's March cover. An inside story titled "The Female and the Fueler" shared opinions of personalities ranging from AHRA president Jim Tice (pro) and UDRA leader Tom McEwen (pro) to NHRA tech director Farmer Dismuke (noncommittal) and Miss STP herself, who remarked, "I went 243.44 in a jet at Bonneville and no one got too excited." The combination of publicity and ability helped persuade both NHRA and UDRA to license their first female pro this season.



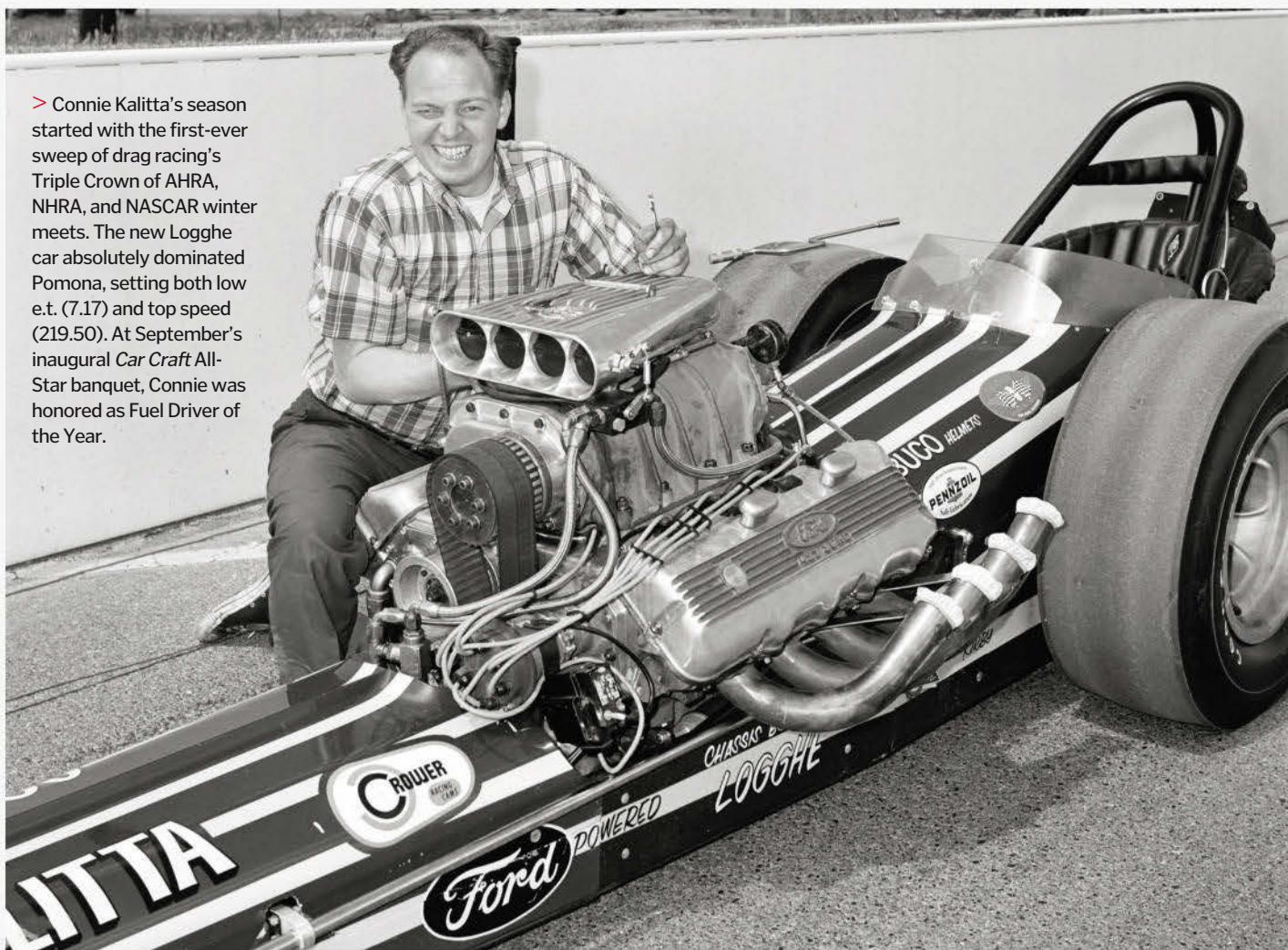
> We've seen photos of the Super Mustang's uninspiring public debut at the Winternationals, with Tom McEwen driving (8.31/186.85), and others of earlier, private testing by Connie Kalitta in Florida, but none with a blower atop the SOHC 427. Just one month after Pomona, the coil-over-suspended Logghe streamliner that Ford intended to race against Funny Cars (!) served as a nonfunctional booth prop at L.A.'s Teen Fair, pimping \$3 HOT ROD subscriptions. It resurfaced online in 2009 photos, intact and remarkably well preserved.



> As *Car Craft*'s FNG, Terry Cook was handed the domestic equivalent of a Siberian assignment: a Midwestern tour in March. He spent much of that trip in Ohio, leading us to guess that this newborn '67 Comet is the Logghe car that became Ohioan Ed Schartman's Air Lift Rattler.



> Chrysler Corporation's unpopular decision to send two of its biggest Funny Car stars back to the minors was offset somewhat by personal appearances by Dick Landy, Ronnie Sox, and Buddy Martin (with microphone) at car shows and dealerships immediately before and after major Super Stock events. Their nationwide Super Car Clinics were well attended by customers of all four domestic carmakers.



> Connie Kalitta's season started with the first-ever sweep of drag racing's Triple Crown of AHRA, NHRA, and NASCAR winter meets. The new Logghe car absolutely dominated Pomona, setting both low e.t. (7.17) and top speed (219.50). At September's inaugural Car Craft All-Star banquet, Connie was honored as Fuel Driver of the Year.

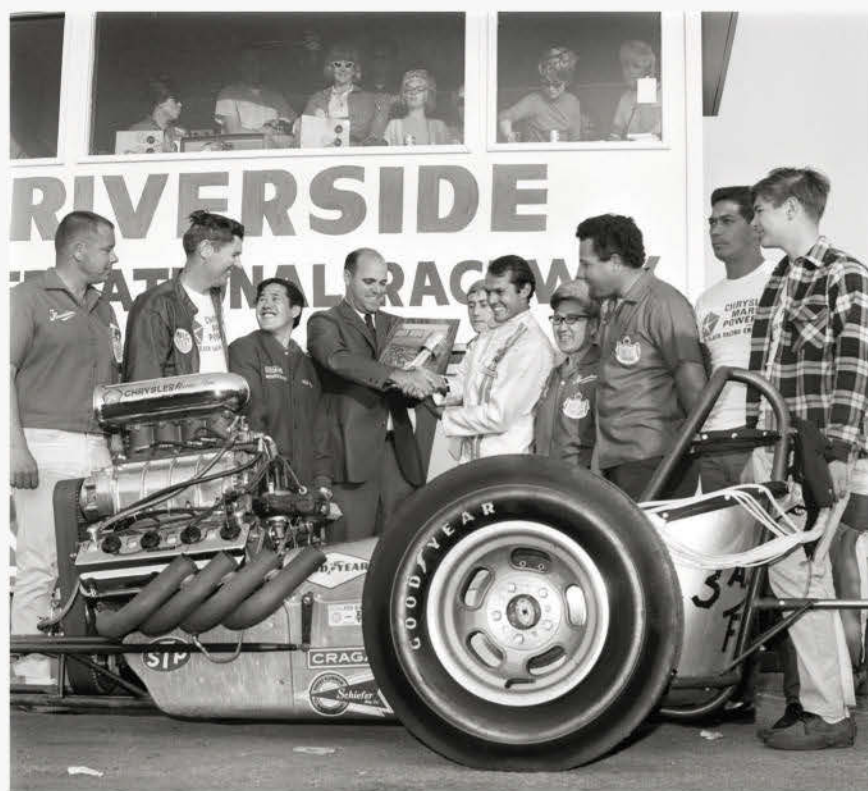


> Proving that he hadn't forgotten how to bang gears in a "real" car, "Dandy" Dick Landy returned to the trenches at HOT ROD's meet and promptly topped both SS/B and Super Stock Eliminator, hitting 11.63/108.30 in one of his two new R/T Coronets.



> No one attending HOT ROD's meet could have foreseen a game-changing future for Riverside's rattiest class winner (H/SA). Hastily assembled for this event and alternately driven by John Barkley and Joe Allread ("equally badly and inconsistently!" says Barkley), the 283/220hp shoebox soon made Junior Stock superstars out of both partners, along with Marv Ripes of A-1

Transmissions. Their secret ingredient was drag racing's first 8-inch torque converter, which slashed e.t. by four full tenths. Ripes got his first one from Bob Lambeck, the parts guy at a Buick dealership, who'd unpacked the converter from a shipment of Opel replacement parts from Germany and noticed a smaller diameter than the 9-inch Ford Cortina units in fashion.



> Similar shots have been published, but art directors invariably cropped out two unusual elements: the lovely lineup of "tower ladies" and the only unpainted, unlettered Hawaiian fueller. Lacking a scorecard to distinguish the *four* different Hawaiians raced this season, we asked owner Roland Leong (third from left, between tuner Keith Black and HRM publisher Ray Brock) for help. Try following this: The 392-powered car that opened 1967 with Mike Snively was the original Kent Fuller piece that dominated 1965-'66. Fuller did start a replacement chassis, but Roland rejected what he calls its "super-narrow, unconventional" design.

Instead, he rush-ordered this Don Long car, swapped his trusty 392 into what Leong calls the '67 Hawaiian I, and loaned the blue Fuller original to friend Stan Shiroma for a few races. Meanwhile, Mike Sorokin ran HOT ROD's meet and selected others with a borrowed 426-powered Don Long twin, lettered as Hawaiian II. "I borrowed that one from Herb Robinson because Keith Black's boss at Chrysler Marine wanted him to run a late-model fuel car. He gave me the motor and parts, and Keith ran the car with Sorokin, time permitting. I kept running my bread-and-butter [392] car with Snively (pictured), match racing across the country."



> Diehards don't come any harder than the late John Bradley, who campaigned the last competitive fuel flatheads in Top Eliminator and its successor, Top Fuel. Rather than defect to overhead V-8s or quit, Bradley invaded D/Fuel Dragster, a popular nitro playground powered almost exclusively by injected, 301-based Chevys. This photo from the HRM Championships captured the carbureted combination that had shocked and thrilled Ford fans a year earlier, when "Mr. Flathead" upset the overheads in both his class and eliminator category at the '66 March Meet.



> Drivetrain explosions became all too common this season: Top Fuelers overheated their new "slipper" clutches, and fuel Funny Cars overpowered modified TorqueFlite, C6, and Turbo 400 automatics. Those big holes in Don Sappington's floor, windshield, and roof trace the path his torque converter took after exiting a B&M Turbohydro during AHRA's Grand Nationals in Detroit. An early transmission blanket likely saved his legs, if not his life. According to HRM's Aug. '67 race report, "Don limped away with second degree burns on the hands and face, and some small pieces of shrapnel in his leg and foot."

> Here's the beginning of the end for traditional gassers. Under pressure from Dearborn to carry panels representing those for sale in Ford stores, "Ohio George" rebodied his Cammer-equipped Willys as a fiberglass Mustang. Interestingly, NHRA acceptance for A/Gas Supercharged hinged on retaining genuine Willys rear rails in the lengthened frame. The game-changing gasser ran 8.92/134.32 at Indy and extended Montgomery's record of U.S. Nationals class trophies to seven since 1959.



> In its second full season, NASCAR's drag-racing division (directed by young Bill France Jr.) ventured as far north as Niagara, New York. Unfortunately for Pat Doyle (far lane) and HRM readers alike, Pat's Little Agitator got cropped out of this partially published photo of the Summer Nationals B/Gas trophy dash. Feature Editor Eric Dahlquist's time exposure produced a classic snapshot of an era when gassers still needed functional lights. (Pat's brother, Tom Doyle, relates that class-winner Jim Zakia is currently restoring the dominating Zakia & Clark Anglia and racing an Opel GT gasser.)



> HOT ROD's Project 200 MPH—better known as the Old Master, then Wheeler Dealer—might be the best-performing project car in magazine history. Immediately following its January 1965 debut, a series of tech articles appeared, detailing Don Long's construction. Mike Snively and Connie Swingle drove in 1965-'66, after which Ed sold the car to Bruce Wheeler, a sperm-lottery winner from Washington, D.C., who blew his inheritance on Pink's complete combination. Tuner Dickie Burgess and driver Al Friedman were equally unknown outside of the mid-Atlantic region—until Al stunned the homeboys by qualifying number one at 7.06 seconds (225 mph) for July's 62-car PDA Meet. Labor Day weekend found the upstarts in Indianapolis, where Al tied for top speed at 223.88 before red-lighting against the Baney & Prudhomme car tuned by Ed Pink. That's Wheeler wiping down the rubber beneath IRP's crossover bridge. Friedman was named *Drag Racing* magazine's 1967 Rookie of the Year before Bruce's money ran out. The car passed through several hands but was surprisingly intact when Pete Eastwood brought it home to L.A. Since restored to Ed Pink's bright-pink configuration, Project 200 MPH is enjoying a third life as Pete's push-started cackler.



> Their success with stock-bodied Dodges overshadowed the lead role that Ramchargers engineers played developing the 426 for Top Fuel. Chuck Kurzawa's low-e.t. 6.76 at Indy was also NHRA's quickest ever. He also shared in the first, and probably only, four-way top-speed tie at a major event, exactly matching the 223.88 recorded by Al Friedman, Tom McEwen, and Don Prudhomme.

> The Tire War really raged at Indy. Responding to Goodyear's white-letter sidewall signage, M&H reps whipped out stencils and spray paint. Wayne King identifies the tagger as fellow Bakersfield resident Gerald "Smitty" Smith of Hashim Automotive, M&H's exclusive West Coast distributor. Why Ernie Hashim named this tire for a village in Angola is a question we wished we'd asked before he died in 2003. All four Top Fuel semifinalists ran Super Camanjas.

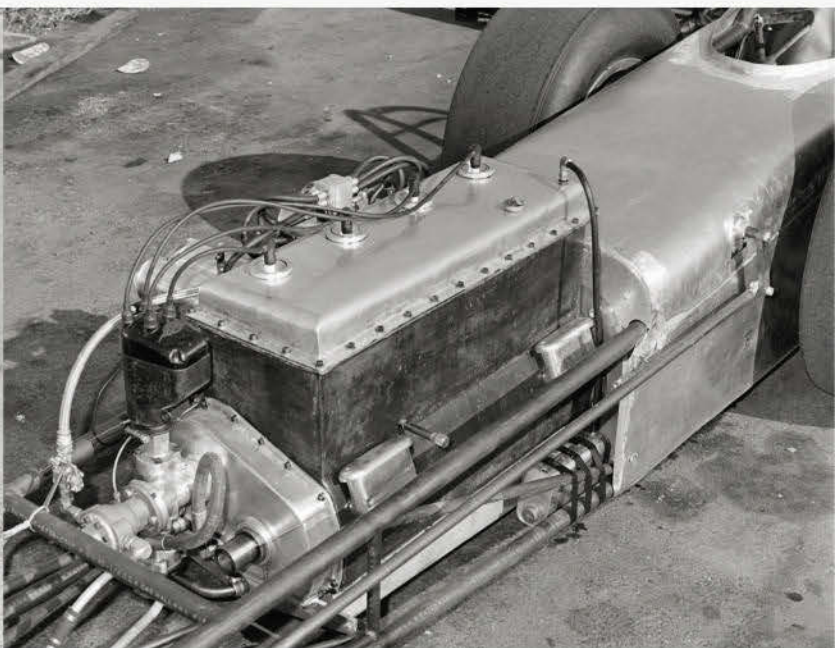
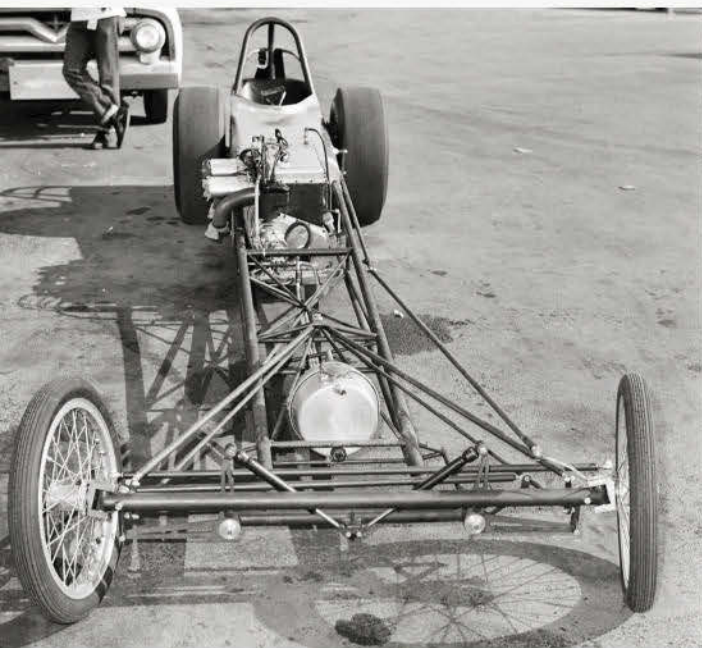


> Bill Jenkins doubled up at Car Craft's inaugural All-Star Drag Racing Team banquet at Indianapolis, bagging both the Super Stock Driver and Stock Engine Builder awards from Managing Editor John Raffa and lovely Jackie Hart, the daughter of NHRA's Jack Hart. The next day at IRP, All-Star chassis-builders Gene (left) and Ron Logghe modeled their yellow team jackets alongside their new Slot Racer, which Bob Pacitto qualified second for Top Gas and took to the final round.



> Here's one way to solve the visibility challenges presented by a chopped top. Dick Jesse's combination of nitromethane and supercharging forced him into BB/Fuel Dragster at Indy. Against all odds and all dragsters, the all-Pontiac GTO went to the class final, and won. Dick's 9.38/154.90 held off Eric Fooder's 9.40 and much-faster 184.80.





> A June '68 CC tech article entitled "... think I'll build a Racing Engine" peeked inside the giant four-banger that 1920s' dirt-track-racer Byron Barnes fabricated for his first drag car—a 725-pound slingshot, likewise built from scratch. Barnes, a Long Beach machinist who retired with a fully equipped backyard shop, carved four individual heads that sealed 5-inch bores in his 116-pound, sheetmetal cylinder case with cap screws, not gaskets. A 4.5-inch, hollow crankshaft delivered 353 cubic inches—just right for injected-nitro classes accustomed to 354 Chryslers and stroker small-blocks. CC reported promising half-passes in the 11s at 129 mph during two Lions test sessions, but the innovative combination vanished around the same time that issue appeared. Its next, last confirmed sighting was around 1978, when a girlfriend introduced your author, a HOT ROD Feature Editor, to her Grandpa Barnes. Inside his Huntington Beach garage sat the complete car, covered in dust but exactly as run before Byron lost interest and moved on to off-road racing. Has anybody seen it since?



> While CC's John Raffa was in North Carolina for testing of Ronnie Sox's new Road Runner at Sportsman's Park Drag Strip, he grabbed some candid shots of Sox & Martin headquarters that we'd never seen in print. That '67 Dodge ramp truck would be handed down to Tom McEwen, who modified it to match the D700 serving Hot Wheels teammate Don Prudhomme. Those are the two rusty transporters that Don tracked down decades later, restored, and recently sold to Rick Hendrick.



> Three months after opening, luxurious Orange County International Raceway introduced its signature event. The Manufacturers Funny Car Championships combined the excitement of nighttime match racing with the stars and prestige of a national event, all in a single Saturday. Being late November, touring pros welcomed one last paycheck before tearing down for winter. A round-robin, team format treated fans to multiple passes by their favorites, win or lose. Thirty invitees were divided by Detroit manufacturer into six teams that battled for automaker points. (You know it's a star-studded show when Jim Liberman and the Pisano brothers are standing by as alternates.) Final tally: Ford, 9; Chevrolet, 9; Mercury, 8.5; Pontiac, 8; Plymouth, 6; Dodge, 4.5. The first-place tie was resolved in Chevy's favor by cumulative elapsed time, 124 seconds to Ford's 134. Finally, a bonus match between the quickest pair overall saw Eddie Schartman's Comet flopper outrun Roy Gay's GTO for \$500, 7.86/184.42 to 8.10/175.09.

> Funny cars' rapid evolution from modified production vehicles to purpose-built racers is illustrated by this pairing of Rich Abote's Dart with Dee Keaton's Comet. The second floor of OCIR's futuristic tower was a timing and announcing deck, open to the two offices and lobby directly below. The bar-equipped third floor was reserved for track sponsors and VIPs. Photographers took the stairs to the roof, where CC's Bob Swaim exposed the preceding shot of prerace introductions.



> As reported in the Feb. '68 HRM, the fastest car in Hawaii, Earl Char's AA/Fueler, was no match for NHRA's fastest Funny Car and recent U.S. Nationals winner, imported from California for the fourth-annual South Pacific Championships on Oahu. Doug Thorley hit 8.02/182 and twice upset the freewheeling islander (8.22/178).



> Drag racing's best-known beard was born in June at Bristol, where Don Garlits failed to qualify for his second-straight NHRA national event and vowed not to shave until his frustrating 426 combination produced a 6-second e.t. That finally happened on Labor Day, with the best-possible timing: in the final round of the U.S. Nationals. Skipping right over the 6.90s and 6.80s, Don unleashed a 6.77 and upset heavy favorite James Warren (who was beaten by the spare pair of M&H Racemasters that he and partner Roger Coburn had generously loaned Garlits during qualifying). Joining Big Daddy atop his Dodge pickup are wife Pat, daughter Gay Lyn, seven, and crewmen

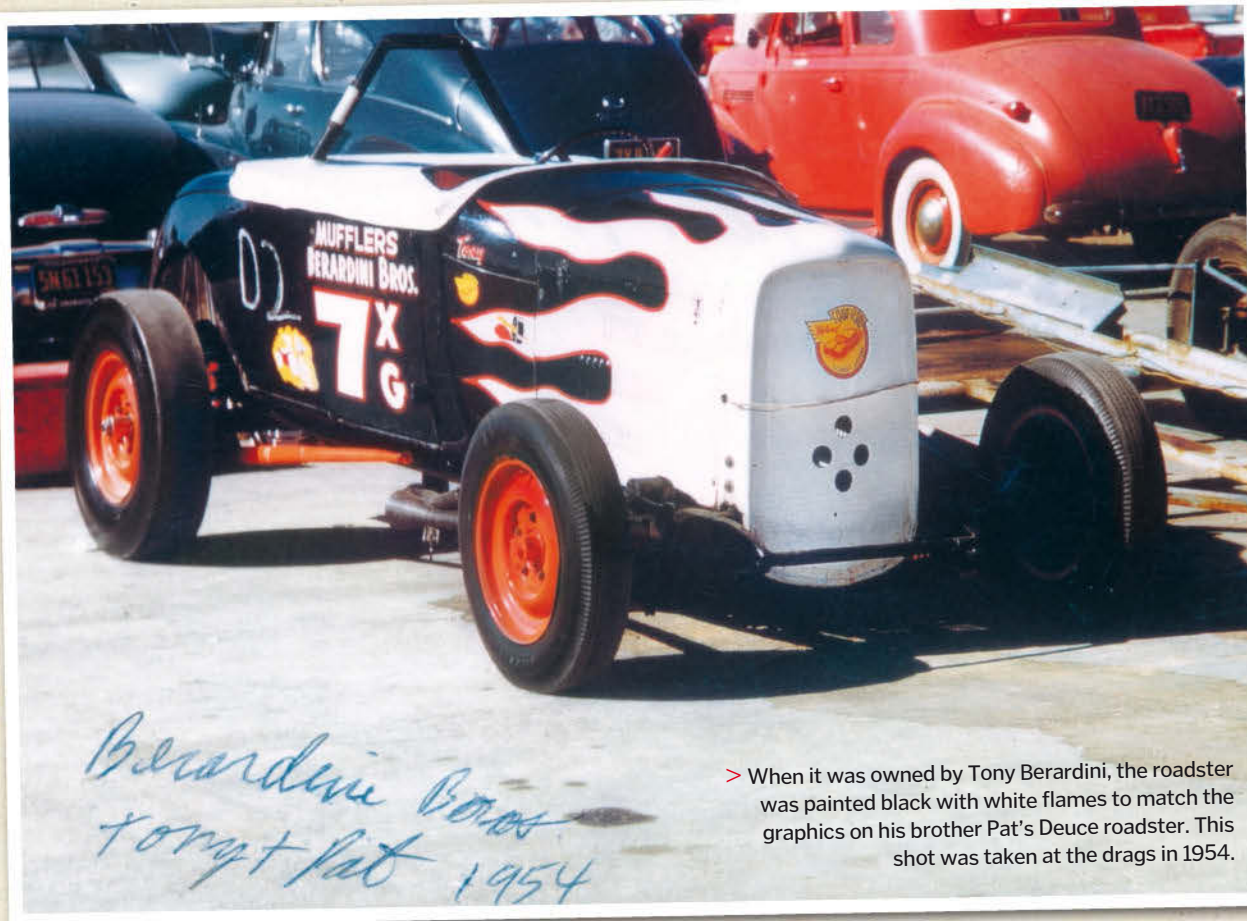
Jim Marrone (sporting an identical Lincolnesque beard) and Bob Taffee (background, attached to the upraised arm). Little Donna Garlits—then six, now director of her father's two museums—remembers the craziness clearly: "It was like a sea of people who all loved my daddy. Daddy and Mama were so happy and excited—especially Mom, because she hated Daddy's beard. She told us that it was scratchy when she kissed him. Daddy was a happy guy that day!" In the closeup, that's Donna looking into Eric Rickman's lens while Pat holds up a compact's mirror. None of these postrace outtakes was published at the time, and possibly never since.



FAST LIFE

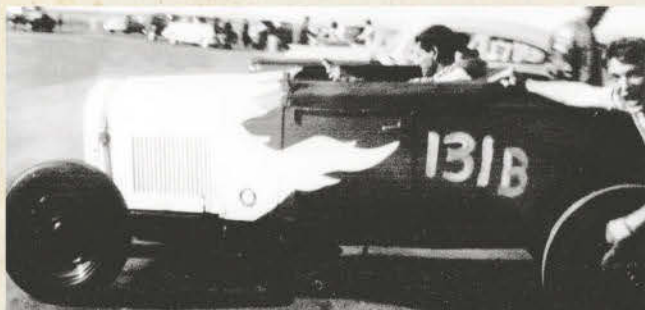
• WORDS: ALEC HARRELL CARLSON
& ROGER H. HARRELL

• PICS: BILL FREEMAN COLLECTION, PAT BERARDINI COLLECTION, HARRELL
FAMILY COLLECTION, AND PETERSEN PUBLISHING CO. ARCHIVE



> When it was owned by Tony Berardini, the roadster was painted black with white flames to match the graphics on his brother Pat's Deuce roadster. This shot was taken at the drags in 1954.

BROTHERS. This is the story of a hot rod with a decades-long life at Southern California's dragstrips. Its history goes back to the glory days of hot rodding in the 1950s



> It's tough to make out in the old photo, but that's Dan Gurney at far right yelling and pointing at Ray Torres in the roadster at Santa Ana.

and can be told in three stages: when the '29 Ford was reborn as a hot rod at the hands of Ray Torres; when it was owned by Tony Berardini; and finally when it was with Jim and Nick of the Harrell Engines team. All three stages were packed with excitement and drama, and those memories are still vivid in our minds.

Birth of a Hot Rod

The story begins with a young hot rodder of the late 1940s and early 1950s named Ray Torres of Riverside, California. Ray interrupted high school to do a tour in the Navy; then he returned and graduated with one of his hot rodding buddies, Bill Freeman, in 1948. That's when he started building his first '29 Ford roadster. He and his buddies ran it at El Mirage before he traded it to his friend Skip Hudson for a '32 roadster. That '29 was channeled and taken to Bonneville in 1950—by then it was Skip's roadster, but still running Ray's engine—and was driven by their buddy Dan Gurney. (Gurney still has the SCTA timing plate framed in his office showing a 130.43-mph pass on August 24, 1950.)



> That's Ray Torres in the car at the Santa Ana drags. Fitted with a '46 Merc flathead sporting Evans heads and manifold and a Potvin cam, the car's best speed at Santa Ana was 134 mph.



> Ray Torres originally turned the '29 roadster into a 'strip and lakes racer in 1950. It's parked here at a Mobil gas station in Ray's home town of Riverside, California. Note the towbar attached to the car.

By that time, Ray was finishing his second '29 roadster—the star of this story—which he and his friends ran at local dragstrips and dry lakes. The roadster was powered by a '46 Mercury engine with Evans heads and manifold and a Potvin cam. It's hard to say whether Gurney's effort to draw attention to Ray and his hot '29 had anything to do with Tony Berardini taking notice of the roadster, but around that time Tony made an offer that Ray couldn't refuse.

The Berardini Brothers

The roadster relocated to south Los Angeles, to the auto sales lot, body and paint shop, and muffler shop at 84th and Figueroa Streets run by Tony and Pat Berardini.

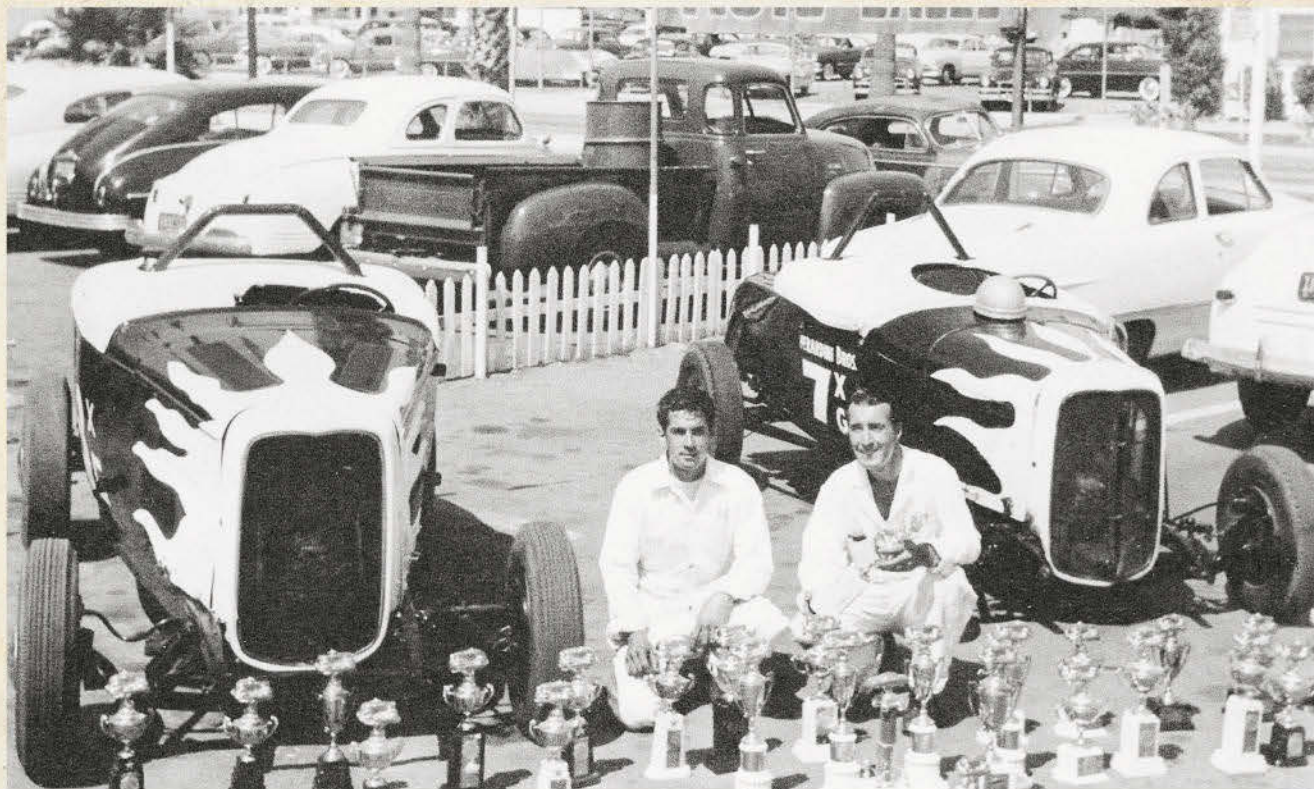
The brothers specialized in early Fords. Before Tony bought Ray's '29, the brothers had already been running a '32 roadster lettered with a number 3 (later designated the 404 Jr.). The first engine they put in the '32 was built by Howard Johansen of Howard Cams. Years later, Pat referred to it as "a small engine that was not very fast." It was probably a 3/8 by 3/8, great for the street, but not big enough for competition. After some disappointing runs at local dragstrips, the Berardinis had Harrell Engines over on Main Street build them another, bigger engine for the '32 with a 3/8

bore by 5/8 stroke and other internal stuff, as well as Harrell racing heads and an Edelbrock four-carb intake manifold.

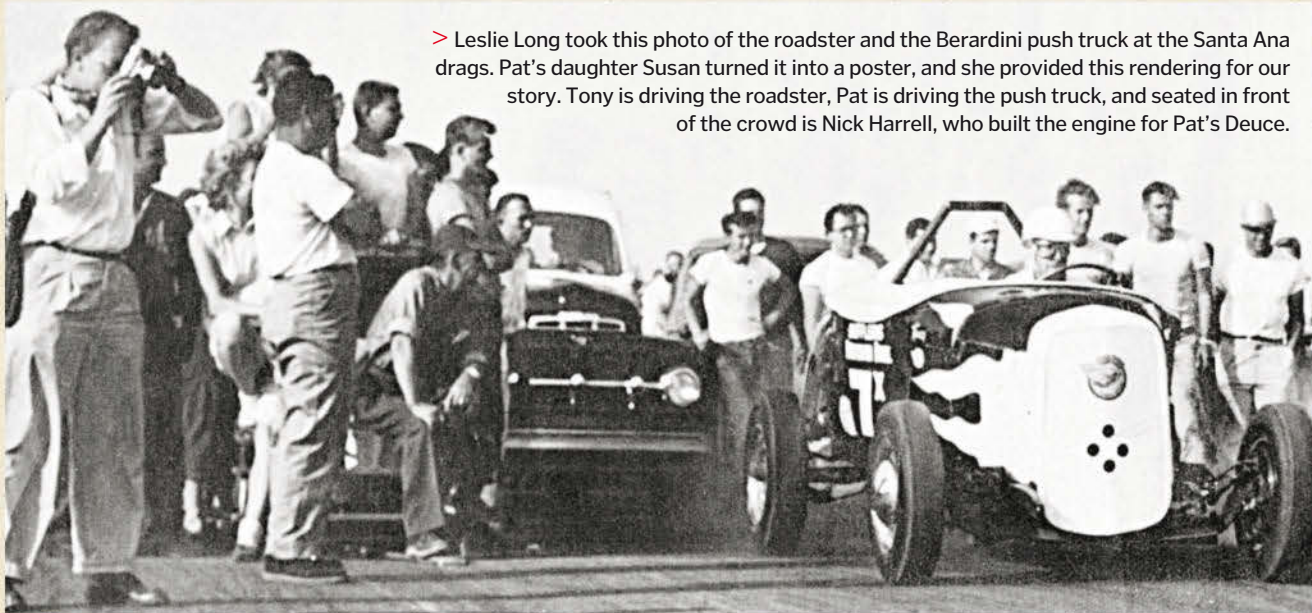
Soon after the '32 roadster was winning most of its races, older brother Tony decided he needed his own roadster; that's when he bought Ray's second '29. The first thing Tony did was have the Harrells build basically the same engine for the '29 that they had in the '32. In the meantime, Pat painted the '29 in black with white flames to match the '32. Both roadsters began to accumulate wins, and soon the '29 achieved near-celebrity status. It has been carefully estimated that the Berardini Brothers won about 80 percent of their races.

During the roadster's four years with the Berardini Brothers, it was driven by Tony Berardini most of the time. It was basically Tony's race car, and clearly the local racing community had developed an affection for this very special '29 roadster.

Despite all the success and good times the Berardini Brothers were having with their roadsters, they nonetheless decided to retire from racing in 1955. Their first step in that direction was to sell the '29 roadster to a suitable buyer. They knew Harrell Engines had just totaled its '34 coupe at a local dragstrip, and Jim Harrell was in the market for a roadster. So the '29 roadster moved once again, but just a few blocks away this time.



> Pat Berardini Jr. sent us this photo of the Berardini Brothers and their two roadsters. The '32 is on the left, the '29 on the right. The trophies are a testament to the brothers' success at the drags; it's estimated they won 80 percent of their races.



> Leslie Long took this photo of the roadster and the Berardini push truck at the Santa Ana drags. Pat's daughter Susan turned it into a poster, and she provided this rendering for our story. Tony is driving the roadster, Pat is driving the push truck, and seated in front of the crowd is Nick Harrell, who built the engine for Pat's Deuce.

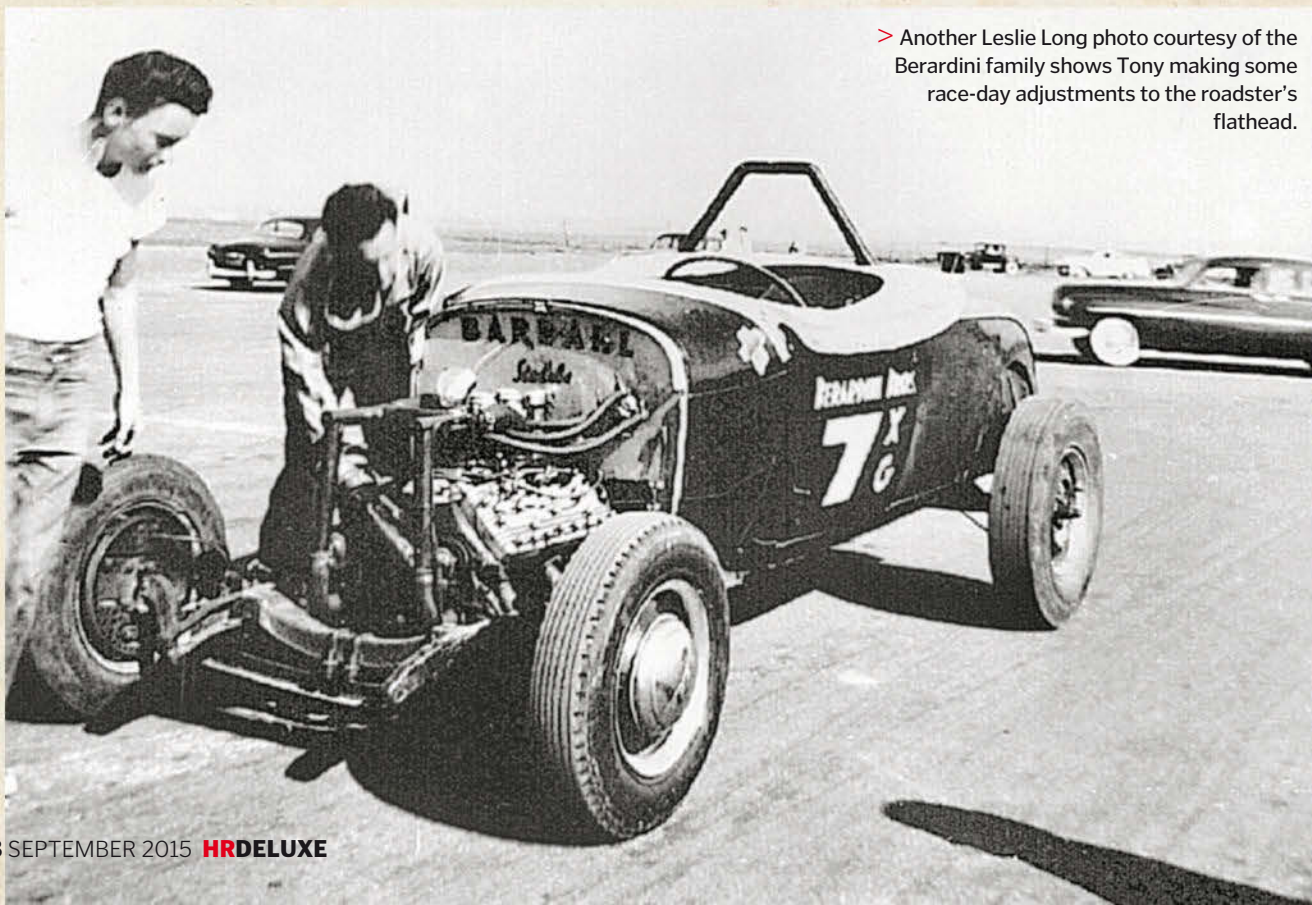
Harrell Engines L.A.

Jim Harrell opened his first speed shop in Los Angeles in 1932. His younger brother Nick was in his forties and too old to re-enlist in the Navy when WWII broke out, so he joined Jim at the Harrell Engines shop on a full-time basis. By that time, the Harrell Engines shop was located on 109th Place and Main Street in Los Angeles, not far from the Berardini Brothers' operation.

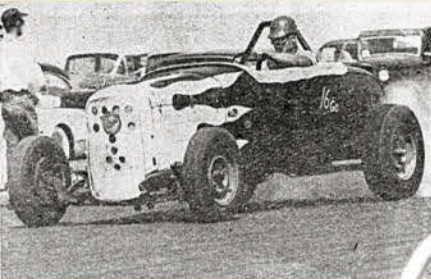
It was early 1955 when Jim Harrell bought the Berardini Brothers' '29 roadster. At first the roadster continued to wear its black paint and white flames, but Jim and Nick installed one of their bigger flathead engines. In the process of moving their engine to the roadster, Jim and Nick increased the cubic inches in their flathead with a 3/4-inch stroke and a half over on the bore. The roadster was quick to respond: On April 10, 1955, it won its class at the Santa Ana Drags with Bob Morgan at the

controls. Yet even though there were many more wins that year, Jim Harrell eventually accepted the fact that the future was with overhead-valve (OHV) V-8 engines if you wanted to run with the fastest cars in town.

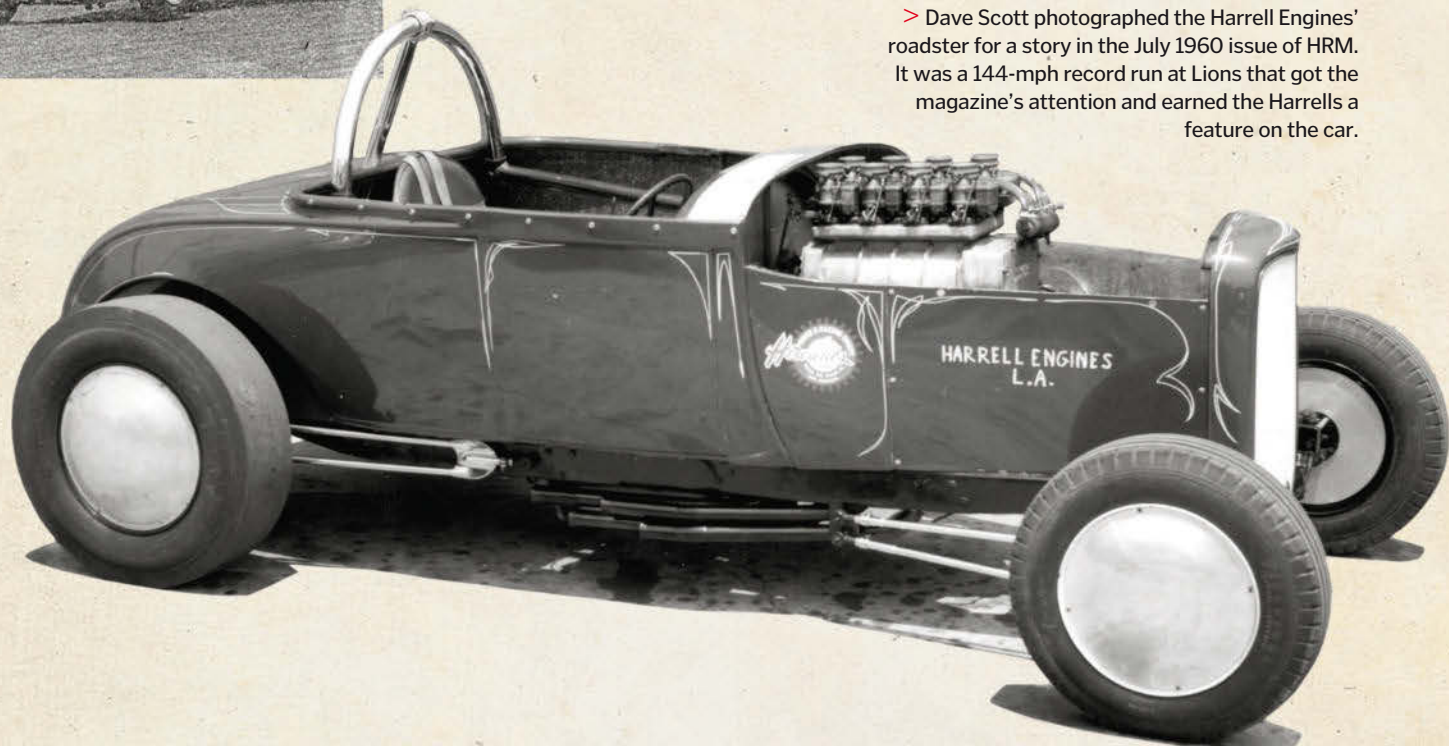
In late 1955, Jim Harrell and Willie Borsch agreed to team up and run the Harrell roadster with an OHV Chrysler engine. Rich Harrell (Jim's nephew) remembers one afternoon, Willie pulled up to the Harrell Engines' shop with the engine block and several boxes of parts he had been collecting. They spent several weeks selecting parts and assembling their Chrysler engine, while at the same time making the necessary changes to the '29 roadster. The new team and the roadster were ready to run in Santa Ana's "Open Gas OH" class by the second week of February 1956. The Chrysler-powered '29 posted its first win that same month, and



> Another Leslie Long photo courtesy of the Berardini family shows Tony making some race-day adjustments to the roadster's flathead.



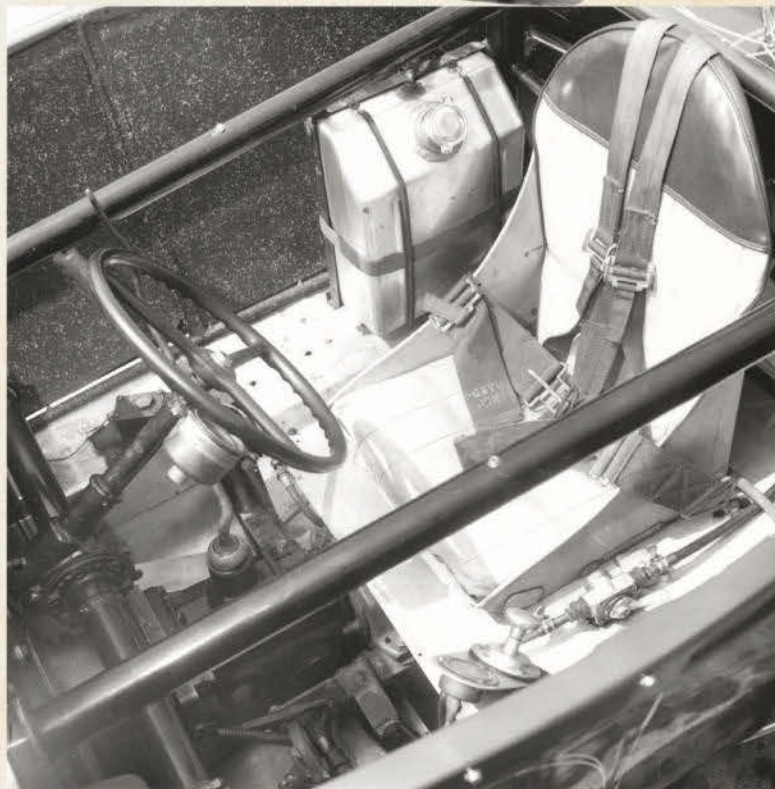
> *Drag News* ran a photo of the roadster in 1956 with Willie Borsch at the wheel. Now owned by Jim Harrell, the car was in transition—still sporting the trademark Berardini flames, but now powered by a Chrysler overhead mill instead of the flathead. The caption read, “Open Gas O.H. entry of Borsch & Harrell blasted class record at Santa Ana March 16 with torrid run of 123.45. E.T. of 11.03 with 355 C.I. Chrysler.”



> Dave Scott photographed the Harrell Engines' roadster for a story in the July 1960 issue of *HRM*. It was a 144-mph record run at Lions that got the magazine's attention and earned the Harrells a feature on the car.



> When Scott photographed the car, the engine had grown to 412 cubes and sported eight Stromberg 48s feeding a GMC 4-71 blower. In the block were a Howard 295 cam, Howard lifters, Forged-True pistons, and '55 heads. At 7:1 compression, the Hemi made 400 hp on gas.



> The roadster's cockpit is all business: Franklin center steering, alloy seat, side tubes and rollbar, and a petite fuel tank made from a surplus aircraft fuse box.

Drag News ran a shot of the '29 in transition with its new 355-inch Chrysler engine and Willie Borsch at the wheel.

While the Chrysler-powered '29 made an impressive debut, the Harrell Engines team was increasingly concerned about whether the roadster would continue to hold up under the power and weight of the new engine. So they took almost a year off and completely rebuilt the car.

The '29's structural integrity was an issue. It had been lightened—drilled and cut away—first by the Berardini Brothers then the Harrells to the optimum weight for a V-8 flathead high-performance engine. Safety was a major concern. Jim Harrell decided that before the team moved ahead with more engine work, they needed to make it a safer ride. Jim and Nick never forgot that Don Bell was killed while driving the Harrell Engines' roadster at the lakes in June of 1953. And when Bob Morgan flipped in their '34 coupe at the drags in mid 1954, their concerns were heightened. With all this on their minds, the '29 roadster got more than just a face-lift.

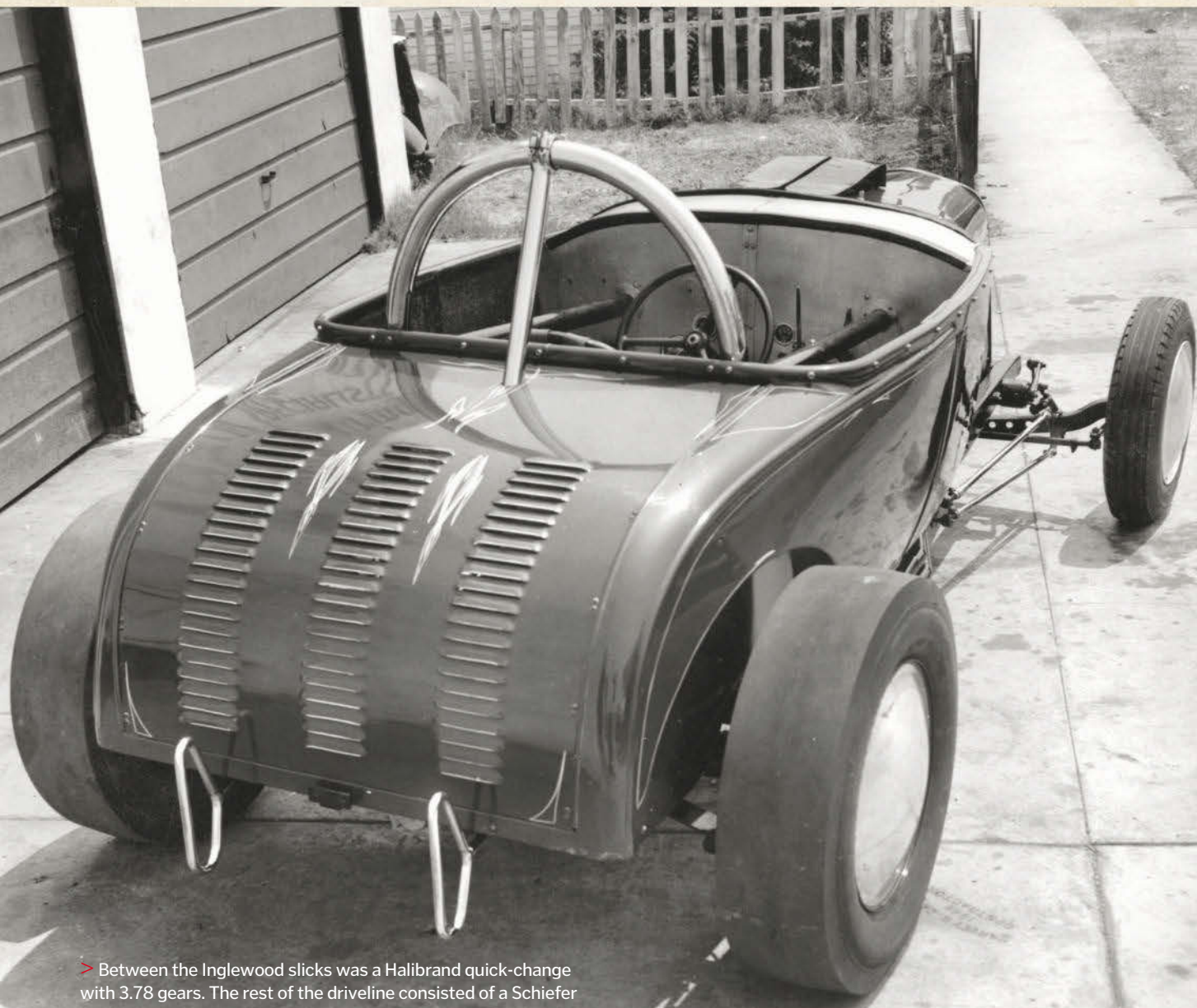
Not long after the roadster was back on the dragstrips, running gas and unblown, it captured the attention of many hot rodders, including Dan Roulston, who took the time to learn about the modifications and then describe them in a story about the roadster

for the June 15, 1957 issue of *Drag News*. He nicknamed it the "Red Hot Roadster."

Dan set the tone of his piece with these words: "Give five different pit crews identical parts to build five separate competition machines, and one of the finished products will run off and leave the other four. A very typical example of this is the Harrell and Borsch Chrysler-powered roadster."

Dan went on to describe a number of the changes made to the '29 roadster. For instance, two tubular crossmembers were added to the A frame for strength, a 360-degree enclosed flywheel cover was fashioned, the engine was set back 25 percent in the frame, an aluminum firewall was set behind a rollbar inside the cowl, and a Franklin center-steering system was installed. He also pointed out that, at that time, the Red Hot Roadster held the class record at Santa Ana and San Fernando dragstrips.

About three years later, in August 1959, the '29 roadster set a 1,320 record of 139.96 mph, and went on to consistently record wins at better than 140 mph on gas. This got the attention of *HOT ROD* magazine, which ran a story called "144 MPH Record Rod" in the July 1960 issue. The story's subtitle noted that, "H. L. [Jim] Harrell put his 30 years of racing experience together and found the secret of dragstrip reliability for his blown Chrysler Class A roadster."



> Between the Inglewood slicks was a Halibrand quick-change with 3.78 gears. The rest of the driveline consisted of a Schiefer clutch, '38 Cadillac transmission, and a closed Ford driveshaft.

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> Front axle is a drilled Model A piece located by tubular radius arms. Steering arm was by Cragar. "Pin striping around 1932 grille gives a neat contrast," wrote HRM.



Remembered Nearly 40 Years Later

Fast-forward to the publication of HRM's 1998 anniversary book *50 Years of HOT ROD*. In the chapter about the 1960s called "Hot Rodding Heats Up," the editors had this to say: "At the other end of the sport, where performance was everything and looks were secondary, H. L. [Jim] and N. J. [Nick] Harrell of Harrell Engines,

Los Angeles, fielded this record-holding 1929 roadster. Driven by Don Reynolds or Willie Borsch, who would go on to find fame with one hand on the wheel of an AA/Fuel Altered, this roadster was strictly business.... The car held numerous track records, and in the spring of 1960 set a new top speed of 144 miles per hour at LADS [Lions Association Drag Strip] in Long Beach."

One of the last races the Red Hot Roadster entered was the two-day meet in Bakersfield in March 1961. Talk about leaving your audience wanting more! In the Roadster A class, the '29 roadster that had traveled from Riverside to L.A. won over a host of competitors and edged out Tony Nancy's roadster for a win with a run of 150 mph. Not bad for a "kid" from Riverside.

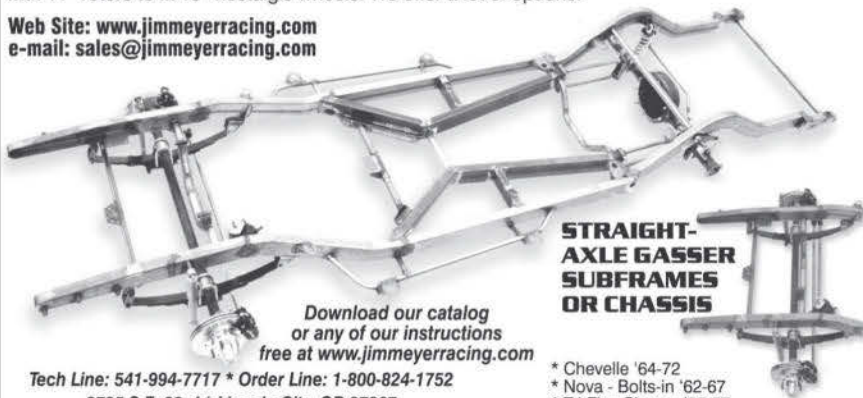
When Harrell Engines decided to retire the Red Hot Roadster, the powerplant and a few other items became the heart of the Harrell-Borsch Winged Express. The beautiful '29 roadster mysteriously disappeared from sight, but clearly not from everyone's minds. ★

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Clean Wipe

You probably rarely think about your windshield wipers until you need them, right? And that's a lousy time to realize the old vacuum motors just aren't cutting it. Before you get caught in the rain, check out the Clean Wipe Wiper Drive kits from New Port Engineering. These vehicle-specific kits replace original vacuum motors with two-speed 12-volt electric motors and include mounting brackets, linkage, wiring harness, switch, and polished stainless steel wiper arms (with blades). Each kit is designed to mount in the original wiper-motor location; some include drill jigs if you need to make a hole for a passenger-side wiper. Lovely Aussie is holding one of New Port's newest kits, for 1940-'47 Ford trucks; other recent additions include kits for 1928-'29 Model As and 1939-'46 Chevy trucks.

Contact:

New Port Engineering;
800/829-1929;
newportwipers.com



Small-Block Chevy Brackets

Underhood space can be in short supply when you're building a hot rod, making it a challenge to hang all of your engine accessories. Alan Grove Components specializes in mounting brackets for all sorts of engine applications, from flatheads to late-model LS motors. This kit is a tight-fit bracket system for small-block Chevys (with short water pumps) to mount the alternator and power steering on the driver-side of the engine. The kit can be used on engines with or without an A/C compressor and is designed for standard-case GM alternators and Chevrolet Saginaw power-steering pumps (with early attached reservoirs). The brackets are hand-crafted from steel plate and TIG welded; and each kit comes with all mounting hardware, belt-length recommendations, and illustrated instructions.

Contact:

Alan Grove Components;
913/837-4368; agcbracket.com



Deuces in Scale

California Car Cover is offering the Grand National Deuce Series, a limited-edition run of die-cast, 1:18th scale '32 Ford hot rods meant to evoke the styling of Deuce show cars of the '50s and '60s. Aussie just can't let go of Number 4, the latest addition to the line, which has a definite '60s vibe with its bright purple paint, white stripes, and whitewall tires. The five-window coupe is powered by a chromed nailhead with six-carb induction and exhaust cutouts. The fully detailed interior is visible through the opening doors, and the wheels can be dressed with removable Moon discs or chrome hubcaps. Other Deuces in the series include coupes and roadsters with a variety of powerplants, paint jobs, and details. Each is being made in a run of just 996 pieces and costs \$129.

Contact:

California Car Cover;
calcarcover.com





• TECH & PICS: BRAD OCOCK

Time Warp

Mocking Us!

Ever built a car and it seems like it's just mocking you?

As a life-long reader of car magazines, I've always watched their projects go together if not easily, than at least in some semblance of logical order. "This month, we're building the front suspension." "This month, we're putting in the interior." "This month, we're building the engine." Oddly enough, my builds have never gone like that! Mine are organized like a squirrel hitting the crack pipe.

This project is no different. Ideally, I'd have done the chassis, then front and rear suspension, engine and trans, body and interior, then wiring and plumbing.

Well, for the rearend, the very last thing to do is weld the mounting brackets on:





1 > When narrowing a rearend, you base your measurements off the pinion centerline. This gauge is available from a number of manufacturers and locates the pinion center for a number of different rearends, registered to bolt holes on the housing. We're using a Mopar 8 $\frac{3}{4}$ rearend for a number of reasons: It's arguably stronger in mid-power configuration than the Ford 9-inch; it's lighter and has less parasitic hp loss than the 9-inch; the round housing looks good under a hot rod or drag car; we have two other cars in the stable with the 8 $\frac{3}{4}$, so we can select gear ratios as circumstances dictate; and they're plentiful in junkyards.



2 > Uncle George said the car had a stock-width '57 Chevy rearend when he bought it, and he narrowed it 2 inches per side. Armed with nothing more, Jay Prosche-Jensen at Ultimate Driveline went to his notebook (four decades' worth of rearend and axle widths), and marked our Mopar housing to put the axle flanges in the right spot.

It's solid-mounted, and the driveline angle needs to match the engine and trans. The engine and trans needs to be mounted in the car, but in this case we opted to put a Powerglide behind the FE Ford, rather than a C4 or C6. That requires a custom adapter plate, and so it goes.

Among our street-car friends, the Powerglide has proven to be somewhat controversial. First, it's a Chevy! You can't put a Chevy behind a Ford! Well, actually, we can, but we can't, either. More on that in a second. Their other concern is that it's only a two-speed. Our drag race friends think it makes perfect sense.



3 > It's incredibly important that the flanges be cut off squarely, so the new ones can go on properly. Jay has an industrial bandsaw with a wide blade in it, and busts out the digital protractor to make sure everything is square before making his cuts.



4 > Here's the slick part of our rearend: This bearing cup/housing end from Moser lets us put late-model GM brakes on the Mopar 8 $\frac{3}{4}$ rearend. They have a tube ends with bolt patterns that will let you use just about any kind of OE brake you want. We could have gone with big GM pattern flanges and used 12-inch finned Buick drums, but we would have had a ton more money in that set-up.

The Powerglide trans is the industry standard for drag racing, for good reason. For our purposes, the car is so light that we don't need three gear splits. We've done some scratch-paper figuring and are coming up with a ridiculous weight of about 1,800 pounds or less with the driver in it. Had we made the frame and cage out of chrome-moly, it'd be even lighter.

We're working with Barry Rabotnick at Survival Motorsports for the FE, and the basic idea is to build an anvil: Pump-gas compression, good heads, a factory 2x4 intake, and a 5,500-rpm limit to keep valve-train costs (and breakage) down. This ain't no high-strung/high-horse combination. So between the engine and the weight, we'll be able to get it out of the hole with the two-speed glide just fine.



> With the alignment bar running through the bearing “donut” and registering in the main caps of the center section, Jay welds the tubing end in place, rotating the housing a full 360 degrees while running the bead. Having done thousands like this over his four decades of building custom rearends, it’s like watching a machine.



> It’s entirely common to end up with a slightly warped or misaligned rearend after the welding process. While the common view is that it’s the heat put into the housing that causes the warping, in Jay’s experience it’s the fabricator who doesn’t take enough time to let everything cool while the alignment bar is still in place. Jay doesn’t remove the bar until he can hold the tube with his bare hand, about 15-20 minutes. We’ve had him do a couple rears for us over the years, and the axles and bearings slide right in place without persuasion.



> We will be racing 1/8- and 1/4-mile events, which necessitate a different gear set for each. Since we’ll be swapping gears a good bit, we opted to make that job easier with differential drain and fill plug kits from Moser.



> We’re using a set of GM late-model finned aluminum drums and backing plates for the rear of our altered. They’re light, have less reciprocating mass than their larger, heavier steel counterparts, and they dissipate heat far better than steel drums. They’re also readily available at junkyards and swap meets, and they’re cheap. Just watch for damaged fins before buying.



> The backing plates we picked up had a little splash guard spot welded to the outer edge—a cold chisel made short work of them. We didn’t need to take them off for any particular reason, but we didn’t need them on, either. It cleaned up the appearance of the backing plates. The pound or two of weight savings probably isn’t worth mentioning.

Packaging was another reason we opted to go with the Powerglide. Putting a C4 behind an FE is pretty common, but the C4 is more expensive to build, requires an aftermarket bellhousing, and it’s longer. The C6 just wasn’t an option. It’s about 12 feet long and weighs just this side of a thousand pounds. Or seems like it, in the confines of the altered’s chassis.

The problem is that we seem to have picked the only engine in all of motor-sports that doesn’t have an adapter to back with a Powerglide. Enter Keith Fulp Motorsports: We were bench racing with the Ford racer, and he said he could whip up a mid-plate to mate the PG to the FE. All we needed to do was mock them up.

Keith is also hooking us up with a set of zoomies through his contacts at Hedman Headers—someone else who gets to look at our black-and-white photo and try to match something!



> The Moser axles we ordered have long, half-inch screw-in studs and the C-clip eliminators designed to go with the GM bearings. The GM rearend our brakes came off use C-clips, while the drop-out-center Mopar rear uses bearing retainers at the housing end. All 8 3/4 rears use 30-spline axles from the factory. In a car as light as ours, we didn’t see the need to go with beefier 35- or 40-spline axles.



> We needed to open the boltholes in the face of the drums. The factory holes are always a little undersize compared to the stud’s diameter; factory spec for a half-inch stud is 9/16-inch. We’d ordered a 9/16 bit years ago, probably for this same kind of operation. You usually won’t find a bit that big at your local hardware store. We then hit the holes inside and out with a chamfer bit.



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12

> A new set of T-bolts and locking nuts came from Moser as well. The stock GM backing plate is set up to have the axle bearing pass through the backing plate, while the bearing (Ford big bearing) on these Mopar axles won't go through the backing plate. We could press the bearings off, slide the backing plate into place and press the bearing and retaining ring back on, capturing the backing plate, but then we'd have to disconnect the brakes every time we pull the axles. We'll have to open the hole in the backing plates.



13

> A junkyard -489 case and a swap meet spool are just the ticket. Mopar 8¾ rearends can be found under any pickup truck, van, or fullsize car up through the early '70s. There are three cases, and each uses a different diameter pinion stem and bearing: -741 case is the smallest and weakest, and should be avoided; the -742 case is the midsize, and it's a good choice for performance applications; the -489 case has the largest diameter pinion stem and uses two bearings the same size as the famed Ford 9-inch "Daytona" pinion bearing. The math says our car will run quicker and faster than we want in the quarter with 3.30 gears, and something steeper in the 1/8th. Ratios available are 3.23 and 3.55. We'll make our selection when we get the engine off the dyno. After getting the swap meet spool, we were surprised to learn how inexpensive a new Moser spool is. It's not a bank-breaker to set up two different spooled center sections.

> With the floor on the chassis outriggers, you can see how the tabs will bolt to the floor, and then top half of them lays against the inside of the tub. These will be attached to the inside wall of the tub with Panel Bond or fiberglass matt.



14

> The last thing we'll do is weld the axle mounts in place, but we can't do that until we have our engine mounts made and the trans located to figure the pinion angle. Here they're held in place here with a magnet for the photo.



15

> We added a couple outriggers to the main rail of the chassis, to attach the floor sections that will be between the 'cage and the body. The floor will also serve as the mounting points for the body, so it has to have some strength to it. A simple flat piece of sheetmetal for a filler panel wasn't going to get it done.



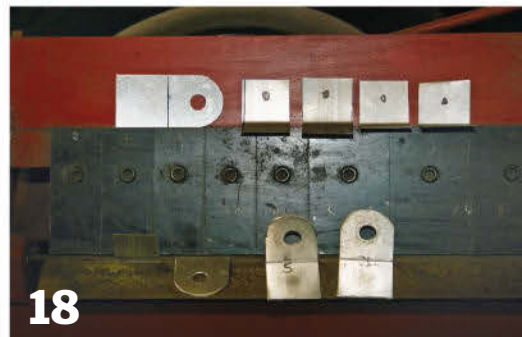
16

> We used posterboard to create a template for the sheetmetal floor. There isn't a square angle anywhere on it.



17

> For the body mounts, we made blanks from 0.100 aluminum, with a mounting hole in the end. We always try to avoid sharp corners on tabs, brackets or anything we'll catch our hand or head on while working on the car, so we rounded the ends of the tabs that will be uncovered when we pull the body off the car.



18

> We made thin sheetmetal templates to dial in the contours and angles of the body mount tabs—each one is different, as fitted to the top of the floor pan and against the inside of the body tub.



19



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20

> We ordered square nuts from McMaster-Carr and welded them to the bottom side of the floor pan. This allows one tool to remove the body mount bolts—otherwise we'd need to struggle with the bolt on the inside of the body, and trying to hold the nut on under the floor.



22

> The floor was plug-welded to the tops of the outriggers to secure it to the car. Along the edge where it touches the main rail, we added some tack welds—not as a structure element, but simply to keep the metal floor pan from rattling against the chassis tube when the engine is running. There's nothing worse than a rattly race car. As you can see, we added a down-standing flange along the outside of the floor. This added strength to the floor between the three outriggers. Then we added a heavy bead down the flange to strengthen it further. It's quite strong, and should solidly secure the body.



21

> The floor is made of 20-gauge sheet steel. With the floor in, the body mounting tabs are lined up tight against the body. There are six down each side of the car, and about a dozen around both the firewall and an as-yet-constructed bulkhead between the driver and the trunk. The bottom of the firewall and the bottom of the bulkhead will both be bolted to flanges at the front and rear of the floor pan, as well as thick steel tabs on top of the frame main rails. For the body to fly off at speed, it will have to rip away from almost three dozen mounting tabs bonded to the tub all the way around it.



23

> Ron Pope Motorsports makes a really nice battery box, so we ordered one from him, then made a rear crossmember from 2x3 box tubing to mount it. Weight behind the rear axle of a lightweight altered is a good place to have it.



24

> We didn't over-think the rear crossmember: We capped the ends of the tubing and drilled a couple 3-inch holes through one side to slip over the ends of the main rails.



25

> The FE has a unique bellhousing pattern, so factory options are limited to the C6. While certainly up to the task, dimensionally the C6 is huge x heavy, which meant this fat lady had sung as far as we're concerned.



26

> The power of an FE, combined with the weight of our altered, means we can run a two-speed Powerglide. Our other option was a C4 with an adapter bellhousing, which is fairly common in Ford racing circles. But we didn't need three speeds, and the C4 isn't good as a racing transmission from the standpoints of cost, parts availability, and parasitic loss. Keith Fulp is fabricating an adapter to put the PG behind the FE for us. Here he's mocking up the prototype.



27

> With a "shorty" kit on the back of the 'glide, there's no tailshaft housing, making it 18 inches long total. Fulp has the centerlines lined up, but still needs to locate the starter mount.



28

> Houston, we have a problem. Even with the shorty kit (the yoke will be right at the back of the case), the yoke and driveshaft aren't going to clear the crossmember in the bottom of the floor, ahead of the driver's seat. That crossmember is required per NHRA rules, so we'll have to take it back to the chassis shop to have that bar removed and replaced to clear the yoke and driveshaft.

> The vintage action shot that starts these stories shows off the zoomie headers we are recreating. Fulp has contacts at Hedman Headers and spent a few hours at its shop getting $\frac{5}{16}$ -inch thick flanges and determining the proper length and radius of the bend itself for the 2-inch tubes. With a swap meet-fresh engine mocked up in the chassis (set by the flat angle of the air cleaner/carb mounting pad and the height of the pan rail), we started shortening the tube.



31

> The angle of the cut where the tube swedges into the header flange determines the relationship to the cowl.

SOURCES

Keith Fulp Motorsports; 678/458-2033; keithfulpmotorsports.com

Hedman Husler Race Hadders; 770/664-8880; hedman.com

Moon Equipment Co./Mooneyes USA; 800/547-5422; mooneyesusa.com

Ron Pope Motorsports; ezbucket.com

Summit Racing Equipment; 800/230-3030; summitracing.com

Ultimate Driveline; 269/792-2776



29

> With the trans mocked up in the car, we could figure out the tunnel hole in the firewall. Note that we didn't use the same radius all the way around, keeping the sides close to the trans case. This leaves us more footwell area on each side of the tunnel to mount the gas and brake pedals. Scrutiny of the three original pics of the car we have shows the original firewall had a huge opening around the trans.



30



32

> The first tube fitted and tacked in place. We can take this down to Hedman and it will jig it up to make all the pipes the same, then weld them into the flange and coat them in white for us. These, combined with the Moon tank, really set the look for the car.

So this month we fabbed the outside-the-cage floors and body mounts, modified our plywood firewall to clear the Powerglide, located where the engine and trans are going to go, made a rear crossmember and mounted the battery

box, figured the criticals for our zoomies, and learned we have to move a bar on the chassis. Next month we'll be finishing the floors, dash and instruments, wiring, brakes and cooling, and will have the body ready for final paint. ★

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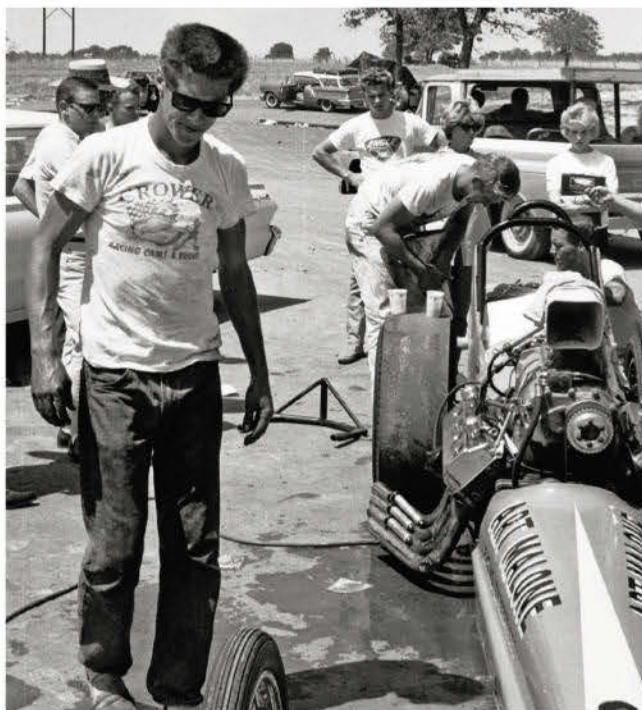
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Not Swingle

Just read part five of your drag racing history ("The Golden Age of Drag Racing: 1965," May '15 HRD), which I very much enjoyed, as I did the previous four parts. Given the amount of space available, you've done quite a good job encapsulating the period. One minor correction: The guy standing next to Garlits in the Bakersfield photo (page 44 in the story; reproduced at right) is not Connie Swingle, as stated, but rather the guy who went on the road with Don for quite some time. I tried to get his name by posting a photo online, but no one had a definitive answer. The two photos I've sent show the two different men: The first is of Connie at the AHRA Nationals in '63 (Green Valley, near Dallas) helping Malone prepare for a round. Connie, in Don's car, had already been eliminated. The photo of the other guy is at a Garlits-Bobby Langley match race at Houston in '64. He's packing the chute on a Garlits-chassied car run by Jimmy Duet. If memory serves, that's Duet with the pith helmet.

Forrest Bond



PIC: FORREST BOND



Good catch, Forrest! We asked for clarification from Mike Smith, a veteran Garlits roadie, and Donna Garlits, who also appears in the referenced Bakersfield photo. Both identified the crewman holding Donna as Jim Marrone. Note: Mr. Bond is a former photographer, *Drag News* columnist, and the final editor of *Drag Sport Illustrated*.

—DAVE WALLACE

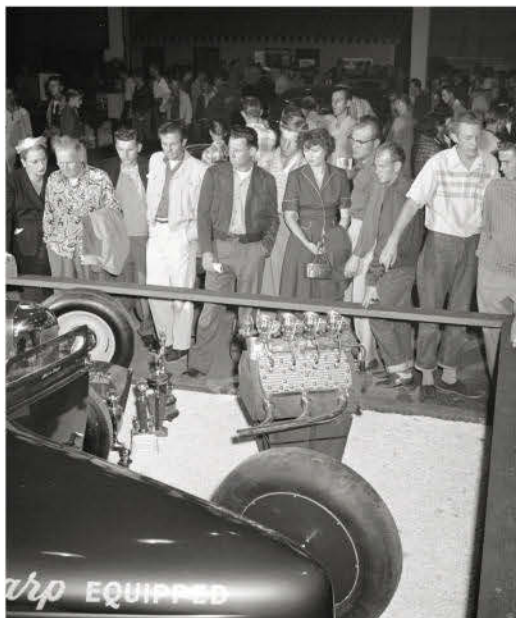


PIC: FORREST BOND

Cuff Trends

Though not intentionally, the picture on the Menu page of HRD July '15 shows a conflict of trends in addition to those Chrisman cars. The two guys standing next to each other in their Levi's (the word jeans didn't exist then) are sporting opposing cuff styles, small turned up and large turned up. Both were acceptable for the mid-'50s, however, not at the same period of time. As an expert and former SoCaler, I can make this call. In 1954-'55, we first went with the small cuff and soon after opted for the large. Small cuff guy is so not with it, which probably explains why it appears large cuff guy is purposely ignoring him.

Mickey Bryant



Wedge at Indy

In "The Golden Age of Drag Racing: 1965," a caption states that Les Ritchey's A/FX Mustang had a Cammer motor in it at Indy in 1965. I was there, and the announcer made a big deal of the fact that Ritchey's car was a wedge 427 with Webers. I later saw the car there and again at a Division 5 points meet in Omaha, and it indeed had a wedge still then (probably in late September 1965). I don't know when he put the Cammer in it. It was a great race at Indy, with Ritchey's car being the fan favorite because it was a 427 wedge. Being a Ford guy, I loved every tenth of a second of it!

I love the magazine and I have really enjoyed the drag racing history as I was heavily involved in drag racing then (1961 through 1970), first with a '53 Ford stocker, then a '56 Ford stocker, then a '62 Ford 406 B/S car, and last a 427 Fairlane SS automatic car bought from the Michigan-based Fastbacks club when Jack Roush was a member. He built the last engine we had in that Fairlane in 1970. Jack was very down to earth, and what a genius with race cars!

Al Mumm



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Looking for Info, Part 1

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Freddie Hornbuckle



Looking for Info, Part 2

I have a '29 Model A roadster that was owned by the same gentleman from 1961 until 2013, when I purchased it. It's an original California hot rod from the San Jose/ Bay Area. I have been unsuccessful in tracking down any history of the car and was wondering if you guys might be able to help me out.

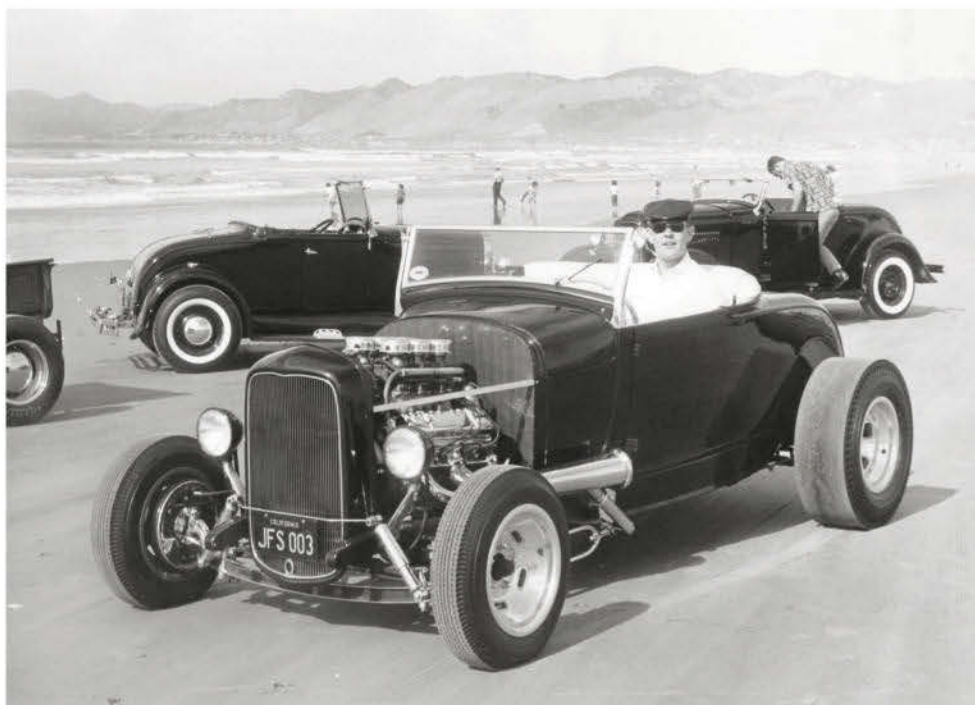
Randy Bianchi



Booth Boys

Your "More of the Same" article on Sam Conrad's roadster in the May '15 HRD was brought to my attention by Tom Cavoretto, who is the current owner of one of the roadsters in the background of the picture taken at Pismo Beach in 1963. Both of the roadsters in the background of that photo belonged to the "Booth Boys," Bill and Tom Booth. We were in the L.A. Roadsters club from 1961 to 1964, and we also started the Early Times Car Club in our garage in Compton, California, in 1964.

Tom Booth



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Flagged Off

Just wanted to thank you for the picture of my '32 Ford in the May issue (Flagman). I have never seen that picture before that article. I am putting together my drag racing history, and I will forward it to you in the near future. Here's a picture of that same Ford, a year later (1956), with a 322ci Ford Y-block.

Frank Wurtz



Barn Find Bubble

I enjoyed your article titled "Barn-Find Bubble" (Flagman, Mar. '15). You are right, there aren't many left. But I was lucky enough to find and own two. These are photos of a '32 Chevy five-window coupe and a '27 Buick Cabriolet Rumble Seat Sportster. I had no idea how rare the Chevy was and sold it. The photo shows how it looked when pulled out of storage. It was not a rumble seat car, but was very solid and well preserved. Even the rear window shade still sprung back up when pulled down.



After I learned of what I had, I was crushed and set out to find another barn find. The Buick was found literally in a barn in the Amish country, where it had been sitting since 1965. The original window curtains were tucked down under the rumble seat. So cool! It came with the original cracked engine and currently has another '27 Buick engine the owner put there in the '50s. It turns over but doesn't yet move on its own. The wooden wheels seem solid, and I love the patina of the paint.

Dave Long

More Models?

I really like reading HRD as I'm still "stuck in the '60s." How 'bout some pictures of model cars in your mag? How 'bout this one, since I saw you have an article on the Grasshopper reborn (Roddin' @ Random, July '15)? I built that Grasshopper a couple years ago. I first started driving in the '60s and took my first car to the dragstrip in the mid '60s. I raced on the strip as well as the street and also on the way to work, too. I saw a lot of big names appear at Great Lakes Dragaway and Rockford Dragway, and it's something I'll never forget. Your magazine is right in the "eye of the storm," as the years of the late '50s and the '60s have to be the greatest period in drag racing history in my book.

Nick Gregory



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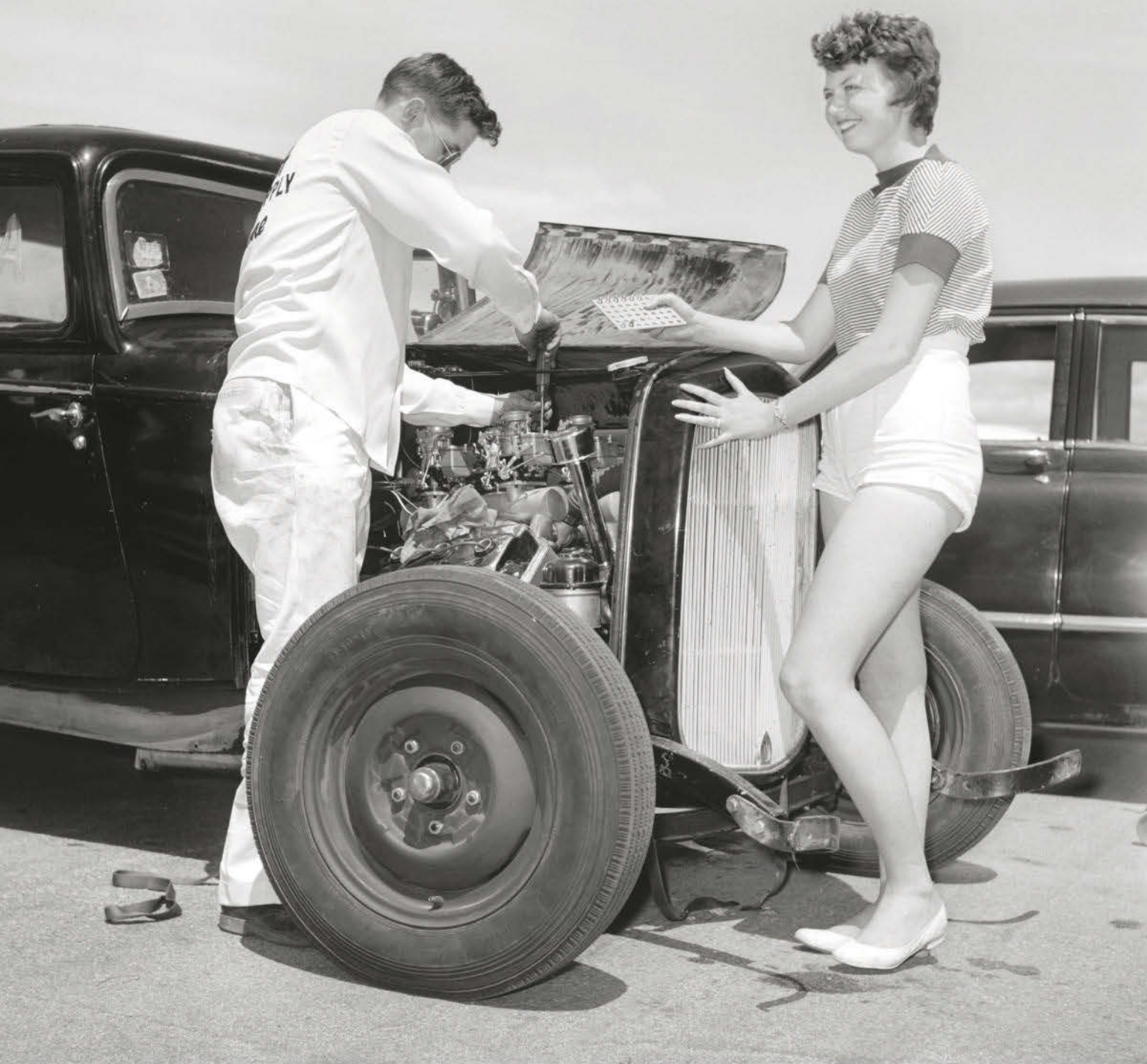
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• PIC: ERIC RICKMAN



The Jet Set

It's June 1955 at the Deer Park Airport—that is, dragstrip—outside of Spokane, Washington. The NHRA Safety Safari is in town to help stage one of two regional meets held in the Northwest that year. Safari member and Petersen photographer Eric Rickman snaps this photo of Dick Flynn tuning the DeSoto V-8 in his '32 coupe, on his way to a class win in B/Altered. Flynn also qualifies for the Top Eliminator finals, where he dusts off the

Smith & Rupert GMC-powered dragster. His top speed for the day is 105.26 mph.

We don't know the identity of the lovely young woman holding the carb jets for Dick, but we believe that's Kay, who will become Dick's wife of 50 years before his death in 2012. If there are friends of the Flynn's out there, we'd love a confirmation, or if it isn't Kay, the name of the handy helper. —DREW HARDIN

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